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## INTERACTIVE

*“We rented out  
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bought a boat”*

### MINI GYRO ON TEST

The £20k stabiliser  
every 40-footer can fit

### TRICK OR TEAK?

Fake teak that looks so good  
even the experts won't know

# IPADGUIDE

Our quick guide to using this iPad issue of MBY

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*“WELCOME to our interactive iPad issue. Take a look at the contents list opposite to see all the videos and galleries we’ve added to this issue of Motor Boat & Yachting”*

*Hugo Andreasen*

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*This month's interactive highlights*

# MOTORBOAT & YACHTING



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## ▶ Videos

- P56 **BOAT REPORT**  
**MAREX 375**
- P77 **FEATURE**  
**LIFE IN A LIFERAFT**
- P81 **OWNER'S UPGRADE**  
**FLEXITEEK INSTALLATION**
- P102 **USED BOAT**  
**PRESTIGE 42S**



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icon for exclusive videos

## ◻ Slideshows

- P40 **BOAT REPORT**  
**LINSEN GS 52.9**
- P50 **CRUISING GUIDE**  
**PARIS TO BURGUNDY**
- P66 **CUSTOM YACHT REPORT**  
**SUNSEEKER 101 SY**
- P84 **BOAT REPORT**  
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## WELCOME

To Europe's best motor boat magazine

I've always maintained that boating is good for the soul; it allows you to leave the pressures of daily life back on land while you focus on getting to your destination and cracking open that first cold bottle of beer. Stress, it appears, can't swim.

It's also one of the few hobbies which encourages family participation, not least because the lack of Wi-Fi means children can be separated from their electronic devices without the need for surgical intervention.

But despite these laudable benefits, even I might balk at spending so much money on a new boat that I had to rent out my house and live aboard to make ends meet. So maximum respect to our new contributors Nigel and Ann Pickin, who have done just that.

What started out as a harmless window-shopping trip to the Prestige factory in France to have a quick peak at the new 450 ended with them signing on the dotted line for an even bigger 500S. It was only when they got back home and looked at the sums in more detail that they realised the family budget wouldn't quite add up.

At this point most of us would have picked up the phone and apologised to the dealer for getting carried away but this plucky pair settled on a far more creative solution, which you can read about on p98.

As Nigel freely admits, "Buying this boat is perhaps the most irresponsible, frivolous and singularly fantastic thing we have ever done. It's made us reassess our lives and understand the importance of living for the moment."

Cold beer anyone?



*"Buying this boat is the most irresponsible, frivolous and singularly fantastic thing we have ever done"*

Hugo Andreae

## THE BEST VIDEOS WITH THIS ISSUE



## ARTIFICIAL TEAK DECKING

Watch the experts fitting the latest generation of Flexiteak decking to Hugo's 22ft sportsfisher and see how it transforms the look.



mby.com/teak



## MAREX 375

Dave Marsh takes this handsome new boat for a spin and shows off all the clever features which make this one of the most user-friendly craft we've ever tested.



mby.com/375



## 7 DAYS IN A LIFERAFT

Wayne Ingram spent a week in a liferaft but with only enough food and water for 24 hours. See how he coped physically and mentally with the experience.



mby.com/life



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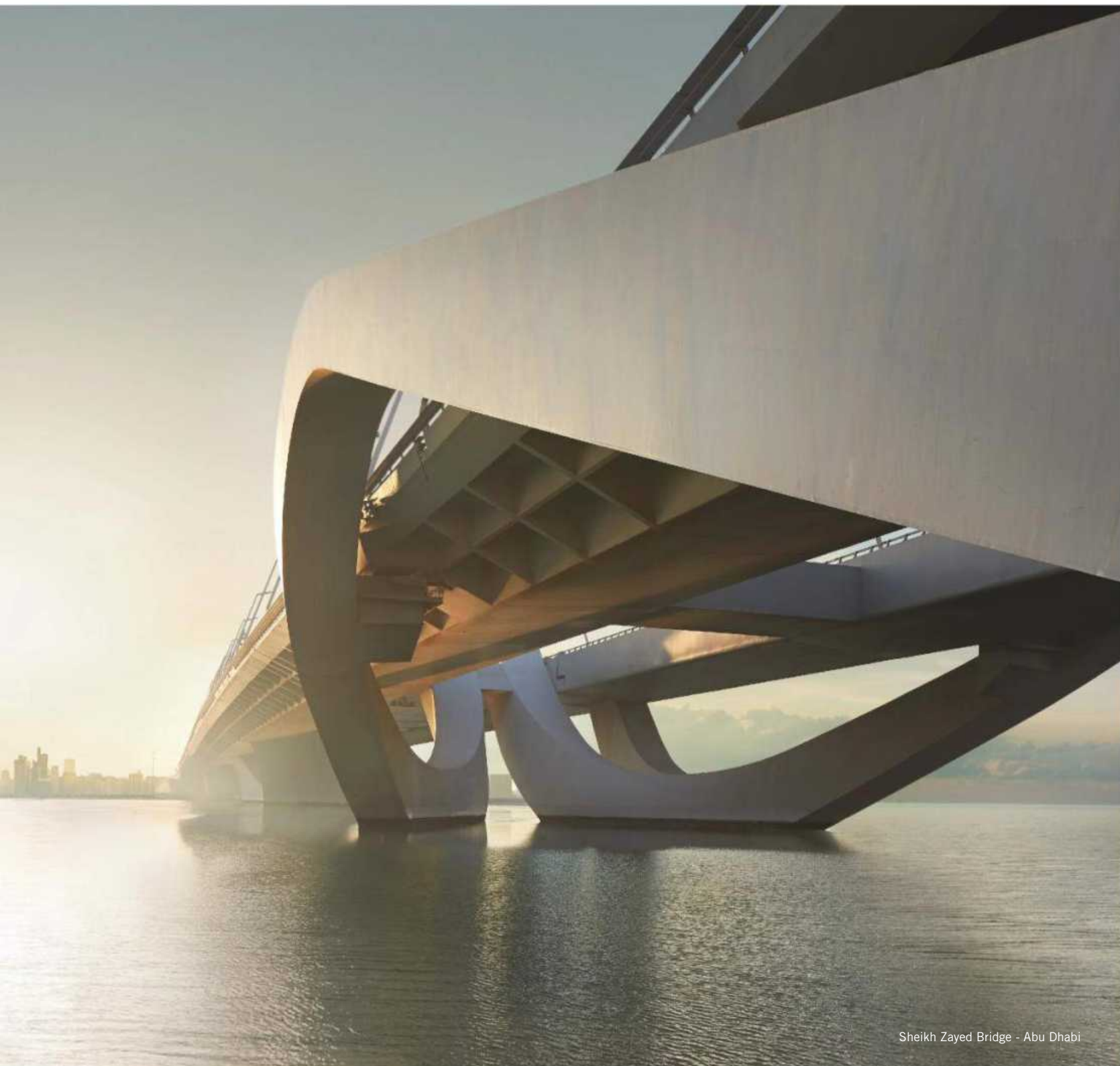
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# CONTENTS

*The boats, the places, the people and their stories*

## BOAT REPORTS

### 18 NEW BOATS AT CANNES

We reveal the 15 most exciting new boats that make this year's Cannes Boat Show a must-visit, including: Prestige 680, Princess 35M, Outer Reef 550 Trident, Absolute 52 Navetta, Jeanneau Leader 46, Azimut Magellano 66, Ferretti 550, Riva 76, Sanlorenzo SL86, Monte Carlo Yachts 105, De Antonio D33, Cranchi Sixty, Azimut 72, Scorpion 1080, and Chris-Craft Catalina 34

### 40 TEST LINSEN GS 52.9

Despite only being four feet longer than its closest sibling, the new flagship Linssen sports an entirely new layout, as Dave Marsh discovers on the River Ems

### 56 TEST MAREX 375

This Scandinavian jack-of-all-trades is overflowing with clever ideas and enough engine options to cover all eventualities

### 66 TEST SUNSEEKER 101

With its sleek styling and 30-knot top speed, this may look like any other 100ft Sunseeker, but the interior is almost infinitely flexible

### 84 TEST AQUADOR 30ST + 35ST

Aquador's unique way of doing things has produced two compact but clever hardtop sports cruisers perfectly suited to British boating conditions

## BOAT MASTER

### 90 NEW TECH

Seakeeper's new mini stabiliser brings smoother cruising to sub-40ft boats without needing to rely on generator power

### 96 TRIED & TESTED

OCA outboard engine cover, Henri Lloyd Squall jacket, Lomo rescue knife, North Sea Clothing deck shoes, plus nautical gins

### 98 OUR BOATS

When Nigel Pickin realised he could afford either his Prestige 500S or his house, he plumped for a full-time life aboard

### 102 USED BOAT: PRESTIGE 42S

With a full-beam master cabin and convertible hardtop, this 42ft sports cruiser punches well above its weight

### 109 FIND ME A USED: FLYBRIDGE UNDER £150K

Great value flybridges from Princess, Fairline and Sealine feature in our market round-up



56 Marex 375 – find out what makes this fast, efficient coupé such a joy to use



40 Linssen 52.9 – the new flagship model tested



66 Sunseeker 101 – much more than meets the eye



84 Aquador 30ST + 35ST – a fine Finnish duo tested



75 Liferaft survival – how Wayne coped for a week



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**FIND ME A USED...  
Flybridge for  
under £150k**

#### KEY CRITERIA

- Plenty of room to live
- Practical living and
- Value for money



**109** Four affordable flybridges worth hunting down



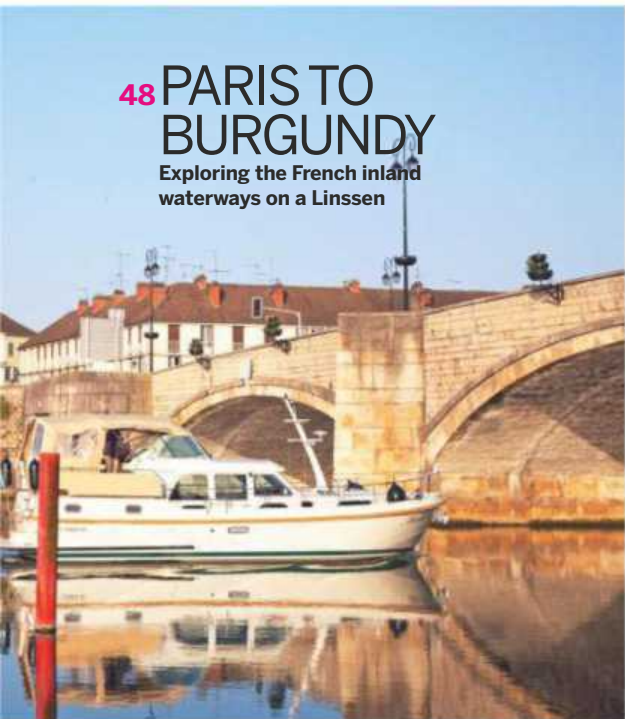
**62** Greek odyssey – bay-hopping in the Ionian



**81** Synthetic teak – how to fit it to your own boat

## 48 PARIS TO BURGUNDY

Exploring the French inland waterways on a Linssen



## CRUISING TALES

### 48 PARIS TO BURGUNDY

A slower pace of life on the French inland waterways gives Peter Cumberlidge time to appreciate the spectacular scenery of the Seine and Yonne rivers

### 62 AZIMUT AROUND GREECE

In the final part of their Greek odyssey, Frank and Fiona Walker leave the Ionian islands behind and head for their winter berth in Corfu

### 75 7 DAYS SURVIVAL IN A LIFERAFT

Living off basic rations and 1.5 litres of water in a cramped liferaft proves to be a monumental challenge for former army medic Wayne Ingram

### 81 TRICK OR TEAK?

Can synthetic teak decks really be as good as the real thing? Editor Hugo talks us through this savvy upgrade to his Karnic 2250

## REGULARS

- 10** News
- 18** Big picture
- 33** Cumberlidge on cruising
- 35** Born again boater
- 37** Testing times
- 38** Your MBY
- 89** Ask MBY
- 158** I'll never forget the day...



**96** Tried and Tested engine cover and deck shoes



**90** Mini-gyro stabiliser

# MOTORBOAT

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Damage to the bow and tubes suggest the tender hit the mothership at speed



The bent wheel and deflated tube testify to the force of the impact



The bathing platform on the Fairline seems to be stuck half way



## Fatal crash in Osborne Bay

*Hampshire Constabulary launch investigation after man killed in crash between tender and mothership*

A crash between a motor boat and its tender in Osborne Bay is being investigated by Hampshire Police after the death of one of the passengers.

Ryan Scott McKinlay, who was one of two people on board the Williams Turbojet at the time of the accident, suffered fatal injuries in the crash.

The local police force questioned a man, thought to be the driver of the Williams, in connection with a possible charge of involuntary manslaughter but he was later released without charge.

Both the police and the Marine Accident Investigation Branch are investigating the accident but have not

yet released any details of how the accident happened.

It looks as if the tender crashed into its parent vessel *True Blue*, a Fairline Targa 62GT, which we understand was stationary at the time.

Damage to the tender's bow and a misaligned bathing platform on the Fairline indicate that the Williams struck the rear of the Targa at speed.

It is thought that the tender may have slid under the partially raised bathing platform. This is consistent with the burst tube and scratched hull caused by the bathing platform's stainless steel lifting mechanism.

McKinlay, who was travelling in the front of the Williams, sustained fatal injuries in the impact, while the driver suffered head and chest injuries but survived.

The Gosport and Fareham Independent Lifeboat crew was on the scene within 12 minutes of the accident, administering CPR and providing oxygen.

McKinlay was airlifted to St Mary's Hospital on the Isle of Wight where doctors pronounced him dead later that evening.

Anyone who was out in Osborne Bay between 1645 and 1700 on Friday June

19 is encouraged to contact Hampshire Constabulary by phoning 101 and quoting Operation Change.

This is the latest in a series of motor boat accidents in the past few months. In May, 14-year-old Emily Gardner was killed when the speedboat she was travelling in capsized in Brixham bay.

Later that month, a Vector V40 powerboat crashed during sea trials on Southampton Water. The boat flipped during a fast turn and hit a cardinal marker, seriously injuring teenage crew member Simon Dredge. He has since been discharged from hospital (see Full Tank opposite).

## RYA kill-cord survey

*Boat owners asked to give details of when mechanisms fail*

The RYA has launched an online survey to gather information about incidents of kill-cord failure.

The association wants boat owners to share details of when their kill-cord or kill-switch has failed, what type of vessel they were travelling in at the time and what engine make was used. Responses will be accepted until September 30.

Rachel Andrews, chief instructor at the RYA, said: "Anecdotally, we are seeing more people using their kill-cords, but we don't know the health of the kill-cords and kill-switches themselves. The survey is the next step in getting a broader understanding."

To take the survey, visit: [www.research.net/r/killcord](http://www.research.net/r/killcord).

When did you last test your kill-cord was working?



## UK NEWS

**Red Arrows signed**  
Southampton gets  
RAF air show **P12**



## WORLD NEWS

**Red diesel row**  
Belgium urged to  
clarify position **P14**



## THE TRUTH ABOUT

**Brighton Marina**  
Controversial plans for  
South Coast marina **P16**



# Señora saved from scrap

## Motor-sailer to be restored

A 107-year-old motor sailer will be undergoing an extensive restoration on the River Wear over the next three years, after the necessary funds were raised to set up a new boatbuilding college in Sunderland.

*Señora* is a 50ft Alfred Mylne-designed ketch motor sailer design that was built on the Isle of Bute by Archibald Malcolm in 1908. Her original Gardner paraffin engine has been replaced by a Chrysler Diesel engine, giving a top speed of 14 knots and earning her the nickname 'the E-Type Jag of the Western Isles'.

Former owners include the chairman of P&O, a wealthy Scottish industrialist and a racing driver. *Señora* was also requisitioned by the Admiralty during both World Wars and took part in the Dunkirk evacuation.

However, in the years following the war she was moved to Newhaven and fell into a state of disrepair. As a result

**£25,000 has been raised so far to get the project started**



her larch and oak hull was due to be broken up and turned into firewood until The Señora Trust intervened.

Following a successful public appeal, £10,000 was raised in two weeks, before local builders merchant James Burrell doubled the total and ensured that the project could get under way. Widespread media coverage has helped to push the grand total raised so far to almost £25,000.

Kim Simpson from The Señora Trust said: "We have been delighted by the public response to *Señora*'s plight. Now

that we have purchased her for Sunderland, she will become 'The People's Yacht', creating much-needed training and jobs."

James Bullar, head of maritime studies at The London Nautical School added: "There is a huge skills shortage in the maritime sector and it is so good to see a classic boat saved and people taught new skills."

Following a delicate relocation from Newhaven, the Sunderland City Boat Building Company will be set up to teach a team of 24 local students, who will work towards NVQ level 3 City & Guilds qualifications in carpentry, boatbuilding, and engineering as part of the restoration.

They will be supervised by a master boatbuilder and project manager, hired by The Señora Trust specifically to work on this historic motor sailer. However, the grand total needed to complete this mammoth job is £270,000. For more info and to donate visit: [mby.com/senora](http://mby.com/senora).

**This 50ft Scottish-built motor sailer is to be restored to her former glory**



# British Marine flies the flag

## New name for BMF emphasises national values

The British Marine Federation has changed its name to British Marine, following a year-long rebrand process.

The industry organisation also runs the Southampton and London Boat Shows under the brand National Boat Shows, which has also been changed to British Marine Boat Shows. With the rebrand comes a new strapline

'Leading the Industry' and a new British Marine logo, which customers are encouraged to look for as a sign of quality assurance before they buy a boat.

Chief executive Howard Pridding said that the rebrand reflects a "more dynamic approach to our identity". British Marine represents an industry

that is worth £2.93 billion to the UK economy and employs more than 30,000 people.



## FULLTANK



### VECTOR CRASH SURVIVOR OUT

The teenage boy who was injured in the recent Vector powerboat crash has been released from Southampton General Hospital.

Early reports suggested that Simon Dredge had a life-threatening head injury, but he now looks set to make a full recovery. Vector explained that his only lasting injury was a broken arm.



### SEA RAY ADDS FRENCH OFFICE

American yard Sea Ray has opened a new yacht centre on the French Riviera. The office in Port La Napoule will offer augmented reality tours of its larger models. The first stock boat to arrive will be a 510 Sundancer, followed by a 510 Fly and the recently launched L650 (pictured above).



## EMPTYTANK



### PRINCESS FRAUDSTER FACES JAIL TERM

A former Princess employee has pleaded guilty to two charges of conspiring to fraud. Roger Truen, 49, of Plymstock lodged his plea at Plymouth Crown Court and will be sentenced before the end of the year. His four alleged accomplices, Glyn Thompson, Michael Honey, Steven Haly and John Tinley all pleaded not guilty.

### YACHT SINKS IN HURRICANE

A motor yacht belonging to a Mexican politician has sunk off Acapulco, following storm damage during Hurricane Carlos. The vessel, valued at 11m pesos (roughly £450,000) belonged to Jorge Kahwagi, who also appeared on the Mexican version of Big Brother. Winds of up to 90mph battered the motor boat against its pontoon berth on June 14, causing it to capsize and sink. To see a video of a deck-hand struggling to secure the vessel, go to: [mby.com/hurricane](http://mby.com/hurricane).

The Huntsman (inset) and Cinderella (main pic) are due for a return after 40 years



# Fairey tale resurrection

*Iconic brand to make comeback, 40 years after its demise*

Exactly 40 years after going into liquidation, one of the great marine icons of the 1960s is set to return.

Restoration specialist Mark Lewis of Custom Yacht Works has announced plans to rebuild the Fairey Huntsman range under the name Fairey Marine.

Mark told *MBY* that he is determined to keep the bloodline going: "Faireys are timeless designs, they're world renowned. I've always

wanted to build a new one of these. But if we were going to do it, it would have to be a competent wooden boat."

It is this need for a practical vessel that has led Mark to opt for a blend of modern and traditional elements. So classic teak decks are to be twinned with a modern cold-moulded epoxy-sheathed cedar hull. Modified spray rails are then added to make for a smoother and drier ride.

Plans are also afoot to revive the Fairey Cinderella (rendered above), but with a stretched hull that brings the design up from its original 14ft to a more practical 18ft.

Mark intends to showcase his plans during the summer boat show season, alongside a restored Fairey Huntsman. On-sale prices are not yet confirmed, but he is aiming at the £300,000 mark for a brand new Huntsman.

## RYA begins racing review

*Sport under the spotlight*

Powerboat racing may finally get the shake-up it needs after the Royal Yachting Association (RYA) announced a major review of the sport.

Led by project manager Peter Cardy, the review will look at every aspect of the sport and its governance within the UK, including training, licences, officials and competitor participation.

Powerboat racing clubs, licence holders, officials and members of the public have all been invited to give their views on how the sport should be run and so help to shape its future.

Opinions have been gathered through online surveys, personal interviews and discussion groups. Sarah Treseder, CEO of the Royal Yachting Association, said: "All of the information received will be carefully considered during the consultation."

Powerboat P1 is one of the most popular race series in the UK



## THE MONTH IN NUMBERS

**£10,000**

Total funds raised by the recent MDL Marinas charity bike ride between Chertsey Marina and Ocean Village Marina. Proceeds will go to the British Heart Foundation.

**40%**

The rise in outboard engine theft over the past six months, according to security marking firm Datatag. The company estimates that this makes up 60% of all marine crime.

**3,000**

Attendance at the second annual East Anglia Boat Show. The figure marks a 20% rise on its inaugural year. Exhibitors included Broom Boats and Fox's Yacht Sales.

## New start for Cowes race

*Cowes-Torquay powerboat classic to start from Royal Yacht Squadron*

The 2015 Cowes to Torquay offshore powerboat classic on Sunday September 6 will move back to its original historic start line in front of the Royal Yacht Squadron (RYS) after an absence of seven years.

Following an accident in the Solent, local authorities insisted the fleet had

to head at sedate speeds to the less congested waters west of Hurst Castle before opening up the taps.

Restrictions were relaxed last year when permission was given for the race to start at Gurnard. Now with much tighter safety regulations coinciding with the 200th anniversary

of the Royal Yacht Squadron, the 53-year-old event has gone back to its roots. Other changes include a return to the original scrutineering base in Cowes Yacht Haven. Until recently this has been hosted by the RYS in its marina on Cowes Parade but with a growing fleet of classic racers rallying for a coinciding return race to Poole, the venue no longer has enough capacity.

With all competitors arriving at Cowes by water there will no longer be any cranes operating within the Yacht Haven. This means it can now be opened up for spectators to see the craft being scrutineered on Saturday.

"I'm overjoyed to see the race start back in Cowes," says officer of the day, Rob Andrews. "Powerboat racing these days is run as a tight ship as regards to safety and it's good to see this being recognised." **Ray Bulman**



The Royal Yacht Squadron was the starting line for the first Cowes-Torquay-Cowes race

The Red Arrows will perform a 20-minute display during the boat show



# Red Arrows target SIBS

*RAF stunt team to perform at Southampton Boat Show*

The organisers of the Southampton Boat Show have secured a major coup by lining up a Red Arrows display for the first time in the show's history.

The famous Royal Air Force stunt team of nine Hawk T1 jets will be performing their aerobatic display above Mayflower Marina from 1545 to 1605 on Saturday September 12.

Now in their 51st year, the Red Arrows are led by Squadron Leader David Montenegro and Wing Commander Martin Higgins.

Murray Ellis, chief executive of British Marine Boat Shows, said: "The Show has a long history of working with the nation's armed forces and we are honoured that the RAF will be joining us to deliver something extraordinary this year."

Apart from the Red Arrows display, other key attractions at this year's Southampton Boat Show include the 100ft Ferris wheel, which is returning for the second year in a row to offer visitors panoramic views of the show.

Meanwhile, the historic tall ship *Earl of Pembroke* will be open for visitors to climb aboard throughout the ten-day event. Visitors will also be able to try out boating through various initiatives. Get Afloat will provide dinghy sailing and stand-up paddleboarding taster sessions, while Wet Wheels will be offering catamaran rides.

The show, which is now in its 47th year, features a purpose-built marina to house the hundreds of models that are displayed on the water.

Fairline, Sunseeker and Princess are all due to unveil brand new models at the show, while a number of overseas brands including Axopar and Galeon will also be making their UK debuts. We will publish a full guide to all the new model launches in the next issue.

The 2015 Southampton Boat Show will run from September 11-20. Advance tickets are on sale now, priced at £15 per adult.

*"We are honoured that the RAF will be joining us to deliver something extraordinary this year"*

## TOPDEALS

RYA members can get a significant discount on **SPINLOCK LIFEJACKETS**. The offer applies to the Deckvest Cento Junior (pictured below), with 25% off available for regular members and 30% off for instructors and Gold members. Visitors to **WHITEHAVEN MARINA** can stay for three nights for the price of two



until the end of August. This offer applies on any day of the week, but only applies to vessels measuring less than 20 metres.

## TOPEVENTS

The next chance to hand in your expired flares to the Hampshire Constabulary is on August 23 during the **NORTHNEY MARINA OPEN DAY**. Over on the Isle of Wight, **COWES WEEK** brings together a wide array of sailing vessels from August 8-15. Meanwhile, its South West rival **FALMOUTH WEEK** will be laying on a festival of boating from August 7-16, culminating in a fireworks display on the final day. Meanwhile, racing fans will be gathering in East Yorkshire from August 8-9 for the **POWERBOAT P1 HULL GRAND PRIX** (pictured).



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The Belgian parliament has not yet renewed an exemption for British boats carrying red diesel

Photo: Alex Guibord



# Belgian cruising concern

*RYA calls on Belgian Government to confirm its position on boats carrying red diesel*

British boaters visiting Belgium this summer face an uncertain situation over the right to carry red diesel, the RYA has warned.

The yachting association is seeking clarification over the use of marked fuel, after a temporary exemption expired at the end of last year.

Reports in 2013 of Belgian authorities fining British registered boats with legally bought red diesel in their tanks caused a drop in British boaters visiting the country. In January 2014, Belgian minister for finance Koen Geens responded by granting a temporary exemption until

October 2014, which was later extended until December.

However, Mr Geens' replacement Johan Van Overtveldt has not yet extended this agreement into 2015, something that has raised the RYA's concerns: "We understand from the Maritieme Brigade Douane that part of the reason why the Belgian Government decided not to extend this permission into 2015 was

because local interest groups did not ask for it," an RYA statement explains.

As a result, the RYA has written to various Belgian marinas and clubs to raise the issue, and had hoped to resolve the matter before the summer holidays, but at the time of going to press had yet to do so. British skippers are advised to carry evidence that they have paid the correct UK tax rates on any red diesel in their tanks when cruising overseas.

*"The Belgian government decided not to extend this permission because local groups did not ask"*

Stand-up paddleboarding is increasingly popular with boat owners



## Cannes plans SUP marathon

*All-night paddleboard epic*

This year the Cannes boat show will be hosting the world's first night-time long-distance stand-up paddleboard race.

The 100km race will see competitors complete multiple laps of a course that takes in La Croisette and the Vieux Port. Both relay teams and solo competitors will set off at 1900 on September 11, with the fastest paddleboarders expected to cross the finish line at 1000 on the following morning, ahead of an awards ceremony on the beach at 1130.

The race will provide an unusual backdrop for the Cannes boat show, which is better known for the plethora of new motor boats which are unveiled here every year.

For a guide to the key new models being launched at this year's show, including the Princess 35M, Absolute Navetta 52, Prestige 680 and Ferretti 550, see our ten-page preview from p18.

## IT COULD ONLY HAPPEN IN... USA



### DOLPHIN MOUNTS BOAT

California's Pacific coast is teeming with marine wildlife, but this dolphin got a little too close for comfort. Boat owner Dirk Frickman was out on a Father's Day cruise when the dolphin leapt on to the deck knocking over his wife. The marine mammal was safely returned to the water, but Dirk's wife wasn't so lucky, she sustained two broken ankles.

## Warning over illegal bareboat charters

*1,000 black market boats*

Holidaymakers considering taking out a bareboat charter in the Balearics this summer should beware of illegal practitioners, according to a local charter commission.

The Asociación Provincial de Empresarios de Actividades Marítimas de Baleares (APEAM) claims that there are more than 1,000 vessels currently involved in illegal bareboat charter activities in the area.

Although these operators are cheaper, they are less likely to have insurance and often lack the necessary safety equipment, claims Lorenzo Vila, director of charter company easyboats.

"Personally I am delighted that APEAM has brought this scandal to attention," he said. "These unethical operators pay no tax, no licence fees, have no specialist safety equipment and take cash payments in order to stay



Not all charter operators are as scrupulous as the owners of this Chris-Craft 28

Photo: EASYBOATS

under the radar. Customers focus on the money they save, rather than the protection they lose."

Easyboats has a wide range of legitimate charter boats with all the correct safety equipment, including a Chris-Craft 28 (pictured above).

As well as asking for APEAM accreditation, boaters should check if the charter firm is a member of MYBA. James Barke from Boats.co.uk adds that charter customers should only use recognised operators with a track record of good customer feedback.

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# The truth about Brighton Marina

*A new development with a bridge across the entrance is making waves at Britain's largest marina*

## What is going on?

Brighton Marina is currently undergoing a major construction project, with 11 multi-storey buildings springing up at the western end of the harbour. The largest of these is a planned 40-storey skyscraper, nicknamed Roaring Forties, which once complete will dominate the skyline of the South Coast town.

Planning permission for the work was granted back in 2006, even though the Brighton Marina Act of 1968 specifically forbids the construction of any buildings taller than the local cliffs.

## How big is Brighton Marina?

Brighton Marina is the largest in the UK with more than 1,000 berths spread across the 127-acre site. It also attracts 5,000 visiting yachtsmen per year. The site belongs to property firm Brunswick Developments who brought in Premier Marinas to run the boating side of things shortly after it purchased the site in 1996. However, if the developers have their way, then access to the berths could become restricted.

## Why will it affect berth-holders?

Because as well as the disturbance and disruption caused by such a major building project, there is talk of a new pedestrian swing bridge being built across the entrance to the marina.

As the artist's impression above shows, the swing bridge, designed by Wilkinson Eyre, will connect the harbour wall to the mainland at the western end. This would result in a 2km long promenade for pedestrians to enjoy, but would mean many larger boats will have to wait for the bridge to open before leaving or entering the marina.

## Who is behind it?

The owners of the site, Brunswick Developments, is the company driving this £250 million project. Once complete it will add 2,000m<sup>2</sup> of shops, seven restaurants, a new home for RNLI Brighton, a new yacht club, and 853



This artist's impression shows how the proposed swing bridge will connect the development to the breakwater

*There is talk of a new pedestrian swing bridge being built across the entrance to the marina by 2023*

new-build flats, 40% of which will be classed as affordable housing.

## How did it circumvent planning restrictions?

The project has received significant backing from the local council, which has been controlled by the Green Party since 2011. It was the council's written consent that allowed Brunswick to circumvent the terms of the Brighton Marina Act.

This points to the development's environmental credentials, as it will draw 20% of its energy from renewable sources, such as solar, wind and wave power. What's more, the project currently employs 100 people, a total that will rise to 400 by the final phase, with 40% of those jobs going to local people.

## Is anyone objecting to the development?

Yes, protestors from Brighton Marina Action Group had hoped to bring it all to a halt with a High Court judicial review that was lodged back in January. The local residents' group raised £75,000 to fund their legal action.

However, this appeal was officially rejected in June, paving the way for the

first phase of construction to be completed by 2016.

Despite this, protestors are claiming that their lengthy legal battle has won over public opinion. Campaign group coordinator and former sailor Robert Powell says: "Only when something physically happens on site do people realise the magnitude of it, and I think there's a growing desire to oppose this."

## Is the bridge definitely going ahead?

Brunswick Developments says that the swing bridge will not be built until the final phase of the project in 2023 and could yet be removed from the plans if there is sufficient opposition.

Robert argues that the swing bridge will cause problems for boats with deep draughts, flybridges and masts: "Boats come in to the harbour at all times, they don't set their watch by when the bridge is opening. Timing that will be a management issue and yachtsmen will lose out as a result."

In the meantime, Robert claims that property development works including the sinking of steel deflector piles near the entrance of the harbour could cause navigation issues for boaters. "We have raised questions over the public rights of navigation," he adds. "We put forward the case that collisions with the piles could damage boats and impede the dredging of the harbour."

## What do berth-holders have to say?

Brighton berth-holder Jamie Young agrees that the constructions works are already proving a nuisance: "The building is totally out of place, unnecessarily tall and has ruined the sunsets and the views from the marina. Clearly the marina needed some investment, but the residential development is totally wrong for the context."

## What about the developers?

Andrew Goodall, managing director of Brunswick Developments, who is also a boater, told MBY: "It is essential for us to have a functioning marina. We are only going to do things that we believe are for the benefit of berth-holders. If anybody raises concerns, we are very happy to investigate them." Premier Marinas declined to comment. **MBY**

## FOR ✓

- The development will create 853 new flats, 40% of which will be classed as affordable housing
- Works will create 400 new jobs, 40% of which will go to local people
- Investment will result in a new home for RNLI Brighton and the addition of a new yacht club

## AGAINST ✗

- The Roaring Forties tower will dominate the skyline of Brighton
- Berth-holders have complained about the noise caused by building works, which continues on Saturdays
- The pedestrian swing bridge would impede the flow of large boats moving in and out of the marina

Photo: Credit in here



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## NEW BOATS

## “YES WE CANNES!”

*The boat show season kicks off with the best of them all, Cannes*



If you go to one boat show this season then make sure it's the Yachting Festival de Cannes. Yes it's in another country and the South of France pushes its luck with prices but nowhere else in Europe will you see so much new product from so many yards. The French (of course), the Italians and even the Brits now put pretty much all of their focus into this glamour-sprinkled event where the sun, sea and

surroundings sell the dream better than any other.

Among the hundreds of boats on display, from affordable runarounds to mid-size cruisers, towering superyachts and their tenders, we have picked 15 of the hottest new launches that will be making their debut in Cannes, including the Prestige 680 shown here. Let show season commence!



Dep ed Jack puts the 680 to the test in Montenegro



#### HIGHLIGHTS

- Main deck master cabin
- IPS1200
- Three or four cabins

## Prestige 680

**1** Never shy of doing things differently, Prestige launches the 680 at Cannes safe in the knowledge that it is the only 65-70ft flybridge with a main deck master cabin.

What this layout gives you is a spacious, light-filled, quiet master ensuite just forward of and a few steps below the lower helm station and an almost equally lavish full-beam midships cabin; you're essentially getting two lavish full-beam master cabins instead of the usual master and VIP.

There is, of course, another double cabin for the guests you don't like quite as much or, if sleeping plenty of people is key, you can have a pair of twins instead. There is also a decent twin crew cabin, which could easily be used for the kids.

The interior design mimics the layout of the larger 750 (no bad thing), which means the galley resides aft with easy access to the cockpit and the dinette opposite while the middle part of the saloon is reserved for lounging around and watching TV. This section of the

saloon also houses the separate companionway down to the guest cabins beneath it.

The 750 may be on shafts but the rest of the Prestige range is loyal to IPS and the 680 falls in line with a pair of IPS1200 units giving 900hp per side. Prestige claims a top speed of 30 knots, which should leave plenty of scope for fast and slow cruising speeds.

At the time of going to press dep ed Jack was busy putting the 680 through its paces during an extended Adriatic cruise and confirms that the layout

really does set new standards for comfort and privacy on a sub-70ft flybridge boats. You can read the full sea trial report in next month's issue of *MBY*.

**Contact** See Prestige website for dealers. Web: [www.prestige-yachts.com](http://www.prestige-yachts.com)

#### AT A GLANCE

**Length** 70ft 4in (21.46m) **Beam** 17ft 5in (5.33m) **Engines** IPS1200 (900hp) **Top speed** 30 knots **Price from** €1.54m ex VAT



There are two choices of saloon layout on board the new 680



Incredible amounts of headroom in the main deck master

**CANNES  
SHOW PREVIEW**



Party time on the flybridge but the hot tub is an optional extra

#### HIGHLIGHTS

- Stunning deck spaces
- Folding saloon balconies
- Main deck master cabin

Despite its size the 35M retains the handsome Princess styling

## Princess 35M

**2** With Fairline and Sunseeker both absent from the list of new launches at this year's show, it has been left to Princess to lead the charge for Blighty in Cannes. And it hasn't done it by halves, because this show sees the launch of the second largest yacht the yard has ever built, the 35 Metre.

The recent renderings released by Princess, just before hull number one emerged from the shed, give us a far

better idea of how the 35M will look both inside and out.

The flybridge enjoys plenty of lounging space, with a large dinette forward and the option to have either a vast sunpad and relaxed seating area aft or a substantial hot tub. The compact, forward-leaning hardtop is an attractive addition and can provide shade over the dinette if needed, though it also has an opening section.

The bow area offers two more large sunpads supplemented by a very sociable and comfortable-looking

seating area, perfect for secluded sundowners.

Key to the interior's charms is a main deck master suite forward, surrounded by split-level glazing to ensure the owners enjoy the best possible views out and plenty of natural light. The whole suite looks rather magnificent, with an ante chamber leading into the main cabin, which can be kitted out as a library, office or cosy TV room, two walk-in wardrobes and, in the forepeak, a cavernous bathroom with a separate bath and shower.

The standard layout for guests and crew is three guest doubles with a further three ensuite cabins forward for the crew; all in all, she looks a rather special bit of kit.

**Contact** Princess. Tel: +44 (0)1489 557755 Web: [www.princessyachts.com](http://www.princessyachts.com)

#### AT A GLANCE

**Length** 115ft 4in (35.2m) **Beam** 23ft 11in (7.3m) **Engines** Twin CAT 1,925hp or MTU 2,217hp/2,640hp **Top speed** 27 knots **Price from** approx £8m ex VAT



Folding balconies add an extra element to the spacious saloon



The main deck master suite makes the most of the glazing





#### HIGHLIGHTS

- Zeus pods
- Impressive range
- High quality build

## Outer Reef 550 Trident

**3** Outer Reef has been bandying around some big claims about its new 550 Trident, the first of a new model range that will also spawn a 650 and flagship 750.

The 550 will use Cummins 550hp diesels mated to Zeus pods, which the yard says will push it to a top speed of 24 knots yet still manage 1,000nm between fuel stops at 10 knots.

The cored, vacuum-infused, Kevlar reinforced resin hull is also said to be extremely strong yet light compared to

the traditional trawler competition, enabling it to achieve those impressive efficiency figures as well as an ocean-taming RCD Category A rating.

The location of the pod drives aft frees up space in front of the engines for a small crew cabin as well as a generous full beam master suite. The VIP suite is forward and you can opt for either a third twin cabin to starboard or a study.

There are three layout options in the saloon as well. Two of them include an aft galley arrangement, the main

difference being the size of the forward dinette, and the third layout has a U-shaped galley amidships with the dinette forward and a lounging area aft. We like the look of the midships galley layout as it avoids a possible pinch point in the aft galley design.

It's a similar story on the flybridge where you can choose between a single or twin helm seat set-up, with more space dedicated to lounging.

Despite an impressive standard spec list including navigation kit, full AV, a generator, air-con and a passerelle, the

550 comes in at \$1.52m plus VAT.

Lots of bold claims but if they all stack up then Outer Reef could have a real star on its hands. We can't wait to see it in the flesh at Cannes.

**Contact** Outer Reef Europe.

Tel: +44 (0)1489 589194

Web: [www.outerreefyachts.com](http://www.outerreefyachts.com)

#### AT A GLANCE

**Length** 55ft 6in (16.6m) **Beam** 16ft 2in (4.9m) **Engines** Twin Cummins 550hp diesels **Top speed** 24 knots **Price from** \$1.52m ex VAT





Sketches show a spacious and bright main living area



Master suite not short on space

It's the largest yet but the 105 is identifiable as a Monte Carlo Yacht

### HIGHLIGHTS

- Handsome design
- Main deck master cabin
- Sophisticated build

## Monte Carlo Yachts 105

**4** There is still precious little information available about the 105 but we're hoping to get up close and personal with the new flagship at the global press launch later this month.

Since we featured the yacht at the start of the year some slightly cryptic

promotional material has revealed that 100,000 hours of development has gone into the 105, each one will take 40,000 hours to build and uses four tonnes of carbon fibre and Kevlar, and 800kg of aluminium.

Impressive sounding but all slightly meaningless without context, although Monte Carlo Yachts does claim that the

105 will be 15% lighter than the "market reference", as the yard calls it.

Sketches of the interior indicate a beach house feel similar to other MCY models. The saloon and main deck master cabin look particularly impressive thanks to all that glass while the distinctive interlocking circular hull windows appear to have been reserved

for the VIP cabin. **Contact** Monte Carlo Yachts. Tel +39 (0)481 283111  
Web: [www.montecarloyachts.it](http://www.montecarloyachts.it)

### AT A GLANCE

**Length** 105ft (32m) **Beam** 23ft 4in (7.12m) **Engines** tba **Top speed** N/A **Price** from poa

### HIGHLIGHTS

- IPS pod propulsion
- Very spacious interior
- Surprisingly speedy



Galley and lounging area separated by shallow steps



Three big windows plus a round port on each side

## Absolute 52 Navetta

**5** The original Absolute Navetta, the 58, was so good that it came straight in and won one of our coveted Motor Boat Awards in the Trawler and Aft Cabin category. With this in mind, Absolute has stuck to the same formula to create this (slightly) smaller version.

In fact, unless you carry a tape measure at all times you would be hard pushed to tell the two boats apart.

The layout falls in line with its bigger sister, though the shorter LOA means the VIP cabin in the bow now has an offset berth to make the most of the space. And in the saloon, where the 58's galley was raised amidships, the 52's is

located aft, which isn't quite as sociable when everyone is inside the boat but makes serving the cockpit even easier.

Like the larger boat the 52 uses pods in the form of the 435hp IPS600 units.

The looks certainly aren't going to please everyone but if you want a 50-footer with huge amounts of living space the 52 delivers in spades.

**Contact** Absolute. Tel: +39 0523 354011 Web: [www.absoluteyachts.com](http://www.absoluteyachts.com)

### AT A GLANCE

**Length** 52ft 6in (16m) **Beam** 15ft 1in (4.65m) **Engines** IPS600 (435hp) **Top speed** 24 knots (MBY est) **Price** from tbc

**HIGHLIGHTS**

- Sterndrives or IPS
- Two or three cabins
- Flagship Leader



Lower dinette can be swapped for a third cabin if you want it

The midships master cabin enjoys the full beam of the 46



## Jeanneau Leader 46

**6** The Leader range has a new flagship and it will hit the water at Cannes. The 46 differs from its smaller siblings in that the hull design is from Slovenian firm J&J Design, not Michael Peters. The hull has been designed from the outset to work

with sterndrives (twin Volvo Penta D6 400) and IPS500 (twin 370hp) or IPS600 (twin 435hp).

The Garroni interior looks to be sharp on modern and the layout includes the must-have full-beam master, a forward VIP with scissor-action berths and either a lower dinette

or optional third cabin.

Detailing will need to be smart to compete with its rivals so it's good to see a tender locker accessed by an aft hatch and the option to have a wet-bar within the aft sunpad module.

**Contact** See Jeanneau website for dealers. Web: [www.jeanneau.com](http://www.jeanneau.com)

**AT A GLANCE**

**Length** 46ft 7in (14.2m)

**Beam** 13ft 5in (4.1m)

**Engines** Twin Volvo Penta D6 400 sterndrives or IPS500/600

**Top speed** 35 knots (MBY est)

**Price** from tba

**HIGHLIGHTS**

- Versatile cruising speeds
- Three or four cabins
- Two saloon layouts



Navetta version means you can separate the saloon from the pilothouse

The cosy aft lounging area is perfect for night caps



## Azimut Magellano 66

**7** The launch of the 66 at Cannes will take the total number of Magellano models up to five ranging from 43 to 76 feet.

We reckon this new Cor D Rover designed model is the best looking Magellano to date, combining the

purposeful styling of its siblings with a lower, leaner profile, even with the flybridge up top.

The hull is tailored for maximum cruising versatility, so the boat is just as comfortable dawdling at single figure speeds as it is going all out (9 knots and a 900-mile range and 22 knots flat out).

This is courtesy of the only engine option available, twin Volvo Penta D13 800hp diesels coupled to shafts.

On board there are three cabins including a smart full-beam owner's cabin and a utility area that can be specified as a fourth cabin if required.

**Contact** Azimut Yachts London.

Tel +44 (0)207 952 6393

Web: [www.azimutyachts.com](http://www.azimutyachts.com)

**AT A GLANCE**

**Length** 66ft 1in (20.2m) **Beam** 17ft

10in (5.44m) **Engines** Twin Volvo

Penta D13 800hp **Top speed** 22

knots **Price** from tba



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**HIGHLIGHTS**

- Sleek looks
- Three cabins
- High-quality finish



Plenty of sparkle beneath the somewhat restrained exterior



The small breakfast dinette is a nice touch in the master suite



## Ferretti 550

8

The 550 will arrive at Cannes as the entry-level model in the Ferretti flybridge line up. Don't take entry-level to mean

basic, though, because the 550 is adorned with all the style and class that you'd expect of a Ferretti.

The familiar styling has been smoothed and refined like a stone on a riverbed to leave some immaculately clean lines and a remarkably sleek profile for a flybridge boat of this size.

On the inside the 550 is teaming with glossy touches and eye-catching details, such as the highly-polished

strip that runs the length of the saloon ceiling and neatly incorporates slim bands of LEDs.

A pair of Cummins 715hp diesels should make for cruising speeds of 26 knots and around 30 knots flat out.

**Contact** Ventura. Tel: +44 (0)20 7495 2330 Web: [www.ferretti.com](http://www.ferretti.com)

**AT A GLANCE**

**Length** 55ft 5in (16.9m) **Beam** 15ft 11in (4.9m) **Engines** Twin Cummins 715hp diesel **Top speed** 30 knots **Price from** €1.19m ex tax

**HIGHLIGHTS**

- Monstrous performance
- Show-stopping looks
- Excellent deck spaces



The discreet ladder leads up to the 76's sundeck



The master suite is large enough to be a private living space



## Riva 76

9

Not many boats will look as comfortable in the surroundings of the Yachting Festival de Cannes as the Riva 76.

Riva's modern crop may not tug at the heartstrings like the varnished icons of yesteryear but they are still as striking as anything else on the water,

and they have Riva on the side.

The 76 takes inspiration from the flagship Mythos, as is obvious from the 'Moon Grey' colour of the body, the long, elegant hull windows and the sleek, tinted cab over the main deck.

Despite officially being a sportscruiser, the 76 is not short of deck spaces, including a cockpit that

blends perfectly with the saloon thanks to the disappearing doors, two separate lounging spaces on the foredeck and a discreet sun deck for those who want to be that little bit closer to the sun.

There are just three cabins in the lower deck so they should be plenty large enough, though Riva has had to make room for a pair of thumping

1,800hp MAN V12s that will keep drivers happy. **Contact** As Ferretti 550

**AT A GLANCE**

**Length** 75ft 4in (22.9m) **Beam** 18ft 10in (5.75m) **Engines** Twin MAN 1,550hp/1,800hp **Top speed** 37 knots **Price from** tba

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**HIGHLIGHTS**

- Customisation
- Strong performance
- Improved deck spaces



The modern SL interior is bright, fresh and very spacious

Either layout gets a full-beam master cabin amidships



## Sanlorenzo SL86

**10** Having enjoyed success with the predecessor to the 86, the 82, the time has come for Sanlorenzo to update the model and adjust its appeal outside of what may be considered the traditional markets for a yacht of this type.

Design house Officina Italiana

Design, responsible for nearly all of the current Riva range plus some collaborations with Ferrari, was brought in to help update the looks and from what we can see in these renderings it seems to have been worth the outlay.

In an attempt to broaden the appeal of the SL86 there are now two layout options available; one which

puts the galley on the main deck and is aimed at the owner-operator market, and the other, which sees the galley on the lower deck, close to the crew mess, and is better suited to crewed yachts.

Other changes include a 2.5-metre extension to the saloon and an improved layout on the bow where the 86 gains sofas, a table, sunpads and a

sun shade. **Contact** See website for UK dealer. Web: [www.sanlorenzoyacht.com](http://www.sanlorenzoyacht.com)

**AT A GLANCE**

**Length** 86ft 8in (26.45m) **Beam** 20ft 8in (6.35m) **Engines** Twin MTU 1,622hp/1,822hp/1,947hp **Top speed** 31 knots **Price** from tba

The D33 will look right at home on the hook in the Med



## De Antonio D33

**11** The D33 lands in the middle of the De Antonio range, which caters for speed demons, sun-worshippers and superyacht owners in equal measure. The angular looks work even better on this 9.5m version than the smaller D23, with hints of Van Dutch and Wally about it.

This is a boat for blasting from cove to cove with a deck full of friends and plenty of sun overhead. That said, there is space below decks for two separate sleeping areas and a bathroom plus an optional carbon-fibre roof for those who want some shade.

Performance should be strong thanks to a huge choice of outboard engines, from twin 200hp to twin 350hp outboards cleverly concealed beneath the aft sunpad.

**Contact** Karl Farrant Marine.

Tel: +44 (0)2380 338563

Web: [www.deantonioyachts.com](http://www.deantonioyachts.com)

**AT A GLANCE**

**Length** 31ft 2in (9.5m) **Beam** 10ft 8in (3.3m) **Engines** Twin outboards from 200hp-350hp **Top speed** 45 knots (estimated) **Price** from £192,000 inc VAT (twin Suzuki 200hp)

## Cranchi Sixty

**12** This year marks Cranchi's 145th birthday. An impressive feat that the yard is marking by launching three new versions of the Sixty at Cannes. The new models are based on the hull of the existing 58 Fly but with totally new interiors as well as a reworked cockpit layout.

The accommodation consists of three cabins and three bathrooms plus a crew cabin with its own wash facilities.

The flybridge version has a slightly tweaked top deck layout and the galley has jumped forward in the saloon so it is now adjacent to the helm.

IPS950 will provide the shove and should mean the Sixty is capable of around 34 knots flat out.

**Contact** See Cranchi website for dealers. Web: [www.cranchi.it](http://www.cranchi.it)

**AT A GLANCE**

**Length** 60ft 8in (18.52m) **Beam** 15ft 11in (4.9m) **Engines** Twin Cummins 715hp diesel **Top speed** 30 knots **Price** from tba





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#### HIGHLIGHTS

- Fresh looks
- High-tech build
- All-new hull

## Azimut 72

**13** Azimut is being rather coy about the new 72 and all we can garner from the very brief press release is that the boat is "totally new" and that there is "the use of highly technical construction methods with extensive use of carbon fibre."

The 72 is the successor to the yard's

70 but new one-piece hull windows, even bigger and more dramatically angled saloon windows, plus an all new hull from the drawing board of Pierluigi Ausonio help to set the new boat apart.

Inside, the master cabin enjoys great swathes of flat floor space as well as a spacious ensuite bathroom and of course all of that lovely natural light

thanks to the aforementioned hull windows. There are four cabins in total plus two sleeping areas for crew.

The saloon glistens with Italian chic using an attractive mix of highly polished timber, lighter oak and muted fabrics to create a cool, sophisticated ambience. The layout comprises a formal dining table area forward

with a sociable lounge aft.

**Contact** As Magellano 66.

#### AT A GLANCE

**Length** 74ft 1in (22.6m) **Beam** 18ft 4in (5.6m) **Engines** Twin MAN 1,400hp **Top speed** 31 knots **Price** from tba



## Scorpion 1080

**14** The superyacht tender market has been a rich source of business for Scorpion in recent times so it's no surprise that the Lymington-based RIB builder is launching the sexy new 1080 in one of the Med's most prominent superyacht hot spots.

Hull number one will in fact have a far harsher role than ferrying the rich and famous from quayside to mother ship as it is being handed to Sir Ben Ainslie and his Amercia's Cup racing team.

Thankfully the hull is a race-bred masterpiece and with the largest twin 350hp outboards and a top speed of 60 knots, it should have no trouble chasing BAR's foiling cat.

**Contact** Scorpion. Tel: +44 (0)1590 677080 Web: www.scorpionribs.com

#### AT A GLANCE

**Length** 34ft 4in (10.49m) **Beam** 10ft 7in (3.25m) **Engines** Twin Yamaha/Mercury/Evinrude up to 700hp **Top speed** 60 knots **Price** from £166,800 ex engines inc UK VAT



## Chris-Craft Catalina 34

**15** Do you like large outboards, off the scale quality and emptying your cheque book? Then please step this way. The Catalina 34 is the largest yet of Chris-Crafts immaculately finished centre console dayboats and it is packing some serious firepower. The standard engines are a pair of 350hp Yamaha outboards but you can opt for triple 300hp motors on the transom and speeds well in excess of 40 knots.

Life on board is all about the

spacious decks and fanatical attention to detail but it's good to see that there is a proper double berth on board plus a toilet if you do fancy overnighing somewhere.

**Contact** Bates Wharf. Tel +44 (0)1932 571 141 Web: www.bateswharf.co.uk

#### AT A GLANCE

**Length** 34ft 0in (10.4m) **Beam** 10ft 10in (3.3m) **Engines** Twin 350hp/Triple 300hp outboards **Top speed** 61 knots **Price** from £284,000 inc UK VAT

# Motor Yacht

## L A G O O N



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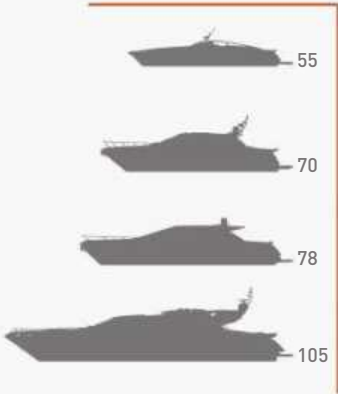
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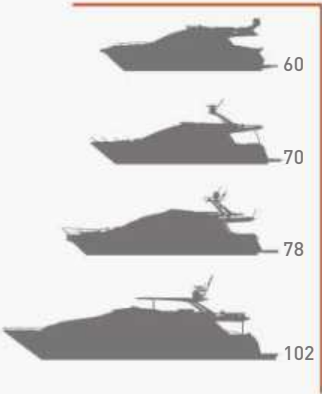


Model featured: 70 Flybridge

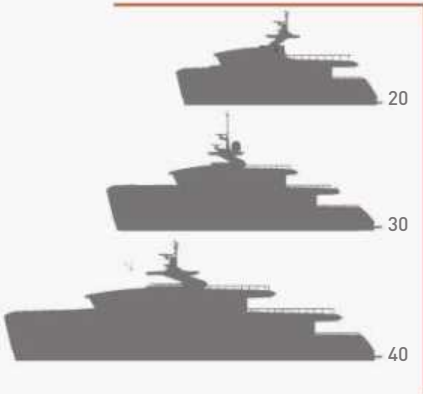
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*To me these are idyllic surroundings in which to unwind with good food, wine and plenty of books, and the stronger the wind the more soothing it becomes*



## CUMBERLIDGE ON CRUISING

**PETER CUMBERLIDGE:** *Time on board doesn't need to be spent travelling far, and given our climate it's best to keep expectations low, but that doesn't mean there aren't delights to be found*

Having looked forward to a precious holiday away in the boat, it's devilish when your plans are scuppered by our turbulent weather, which sometimes seems to conspire against you personally. Even in high season, when we should be gliding across glassy seas, strong westerlies can restrict Solent boats, for example, to getting only as far as Poole or perhaps Weymouth when a lazy West Country fortnight was on the menu.

Sometimes in August we've waited a week in Dartmouth for a quiet spell to cross to Guernsey and ended up snatching a few days in Salcombe – an absolutely charming place, but just round the coast from where we live. Shifting our berth to the French side of the Channel has greatly improved our holiday 'hit rate'; yet for our last summer cruise the elements were stacked against us. We'd left the boat in Roscoff ready for an 'easy run' west to L'Aber-Wrac'h and down through the Chenal du Four to glorious Douarnenez Bay.

But a relentless string of lows brought savage south-westerlies and then north-westerlies howling through the marina masts, before the wind backed and started all over again. When we realised this cycle wasn't going to break, we decided to meander east instead. There's no future in



The locked basin at Morlaix



A new home in Roscoff Marina

fighting the elements, especially with an elderly Princess 33. Better to adapt quickly and go with the flow.

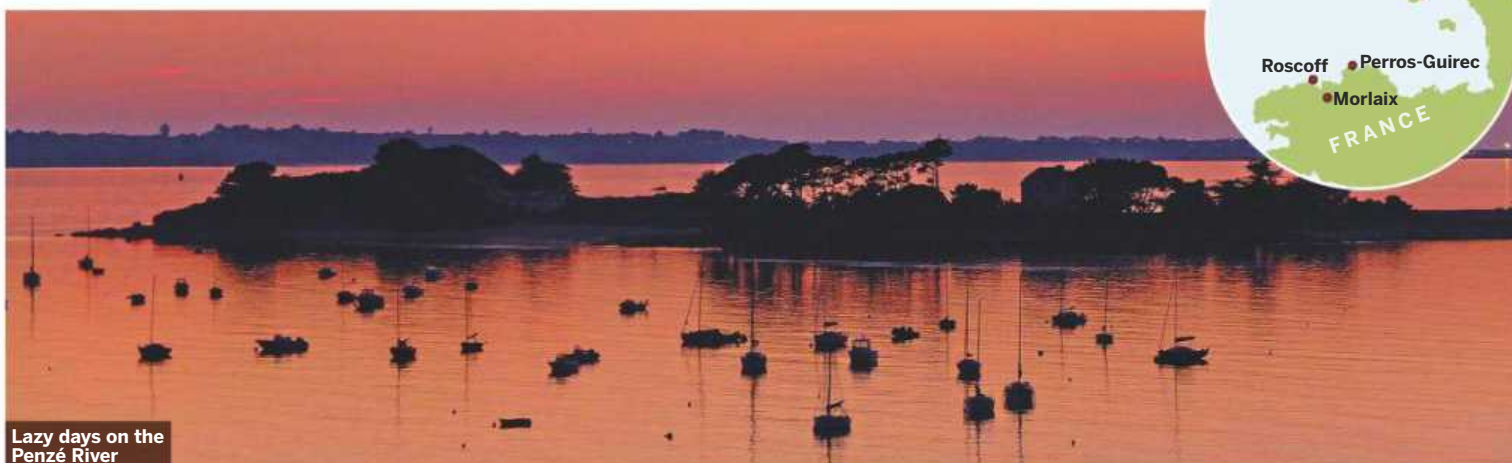
We left the bedlam of massed rigging to meander up the Penzé River just east of Roscoff. A buoyed channel leads inside the low island of Callot, sheltered either side by drying rocks and shoals. Anchored in the middle reaches of the Penzé you are very snug, even when the shallows are flecked with whitecaps all around. We savoured the slow vibes of this spectacular estuary, where oyster boats work as the tide falls away.

To me these are idyllic surroundings in which to unwind with good food, wine and plenty of books, and the stronger the wind the more soothing it becomes. After a few days we moved into the neighbouring Morlaix River

and snaked inland to Morlaix Basin. This old Breton port hasn't changed in years and has some good simple restaurants that don't break the bank.

When the wind backed south-west again, we rolled safely east towards Trébeurden. With her square buoyant stern, Ytene behaves well in a moderate following sea and we kept inshore for a comfortable passage. Avoiding the marina and more screaming masts, we anchored off an island opposite the town, near a deserted sandy beach.

In the end we had a totally relaxing cruise, even though the wind blew hard almost every day. We left the boat in Perros-Guirec, close to Trébeurden and barely 25 miles from Roscoff. Low mileage, no suntan but plenty of pleasure! **MBY**



Lazy days on the Penzé River

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“ Obviously now I have my own boat things are very different, but oddly it doesn't seem to stop my teenage son, Dave 'Sparky' Burnham from sighing



## THE BORN AGAIN BOAT OWNER

**NICK BURNHAM:** *Time is a malleable notion when it's your own boat. It's a whole other story when it's time spent waiting for your father's regular ritual*

**A**s a callow youth, I used to quite enjoy sailing on the family boat, a compact Hurley 22 yacht. We used it a lot; every summer we'd have two weeks sailing the South Coast between its home port of Dartmouth and Falmouth – four of us and a dog in a tiny boat that lacked standing headroom, separate cabins or even a toilet compartment. Well, if nothing else it was character building, probably.

The rest of the time it was used for day sailing, pottering about the river and nearby coastline. The only thing that used to annoy me – no, that's putting it too mildly, drive me incandescent with impatience – was my father's 'putting away' ritual. Once back on the Royal Dart Yacht Club trot moorings there would be about 20 minutes (but felt like 20 hours) of what can only be described as 'faffing about'. The sail cover would have to be just so. The shrouds would need tweaking. The roller furling would need securing. The outboard would need tilting, the fuel tank would need unplugging, and on and on and on, all the while with me gnawing the back of my hand in frustration.

Things improved immeasurably with the purchase of a Yamaha outboard to ease the previously long row from club to moorings. Suddenly I had my own motor boat with which to escape the dreaded ritual and go and 'bomb about' in, as it was termed. Although there wasn't very much bombing to be done with a 2hp motor. Other boys got 4hp, enough to get an Avon Redcrest planing with a single lightweight occupant. They left me for dead.

Obviously now I have my own boat things are very different, but oddly it doesn't seem to stop my teenage son, Dave 'Sparky' Burnham from sighing and casting glances skywards at my own brief ritual. Honestly, I can't understand his problem. All I do after a day out is motor to the service berth to hose the salt off both sides and the transom, and maybe a very quick wash if it needs it. Then it's just a simple matter of motoring back to

the berth and mooring up. Obviously there's a couple more tiny jobs to be done as we pack up. Removing lifejackets, putting them into their plastic bags and stowing them. Taking the chartplotter and fishfinder off and stowing those. Tidying the cabin. Removing all the cockpit upholstery and putting it in the cabin where it won't get damp. Opening the engine hatch, having a quick check around and sponging out any dribbles of water that have found their way into the bilge. Putting a couple of extra fenders on 'just in case'. Adjusting the mooring lines so that they're 'just so'. Switching off and removing the battery isolator. Putting towels across the top of the dash to stop the sun from bleaching it. Putting the cover over the swanky new mahogany steering wheel (original Volvo Penta part dontcha know, not cheap). Giving the cockpit floor a quick wipe over with a damp sponge.

Locking the cabin door. Getting the 'snake' out (a long yellow hose that seems to deter the dreaded gulls). Digging out and unfolding the cover, then zipping and popping it into place. Realising that I can't remember whether I turned the battery off, unpoppering and zipping the canopy and checking (it always is). Laying the 'snake' in artful coils the full length of the boat (while muttering 'snaaaaake, SNAAAAAAKE!' at the same time – it doesn't work otherwise). Checking the mooring lines again. A quick adjustment of the fenders. Realising that I've left the steering on full lock, undoing the canopy and straightening that. Another quick tweak of the lines and we're done! Half an hour tops – I don't know what he gets in such a tizz about.

Maybe I'll get him an Avon Redcrest to bomb about in while he waits – 2hp motor though, don't want to spoil the lad. **IMBY**



"Just one more little job to do..."

Illustration: Neil Singleton

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## TESTING TIMES

**DAVE MARSH:** *Smoke and mirrors seem to surround such simple information as the price of the standard boat and the cost of any extras. Come on boatbuilders, you've got nothing to hide*

Part of the aftermath of a boat test involves scrutinising boatbuilders' websites, checking facts and figures against our findings, against information we've been given in hard copy form, and against the gospel truth according to the boatbuilder ("Honestly Dave, it really did go 3 knots faster during our own speed trials").

Given that we often test barely completed prototype boats, it's understandable that we sometimes unearth irregularities. Discrepancies in fuel capacity data are not uncommon (which we need to get spot on because of range calculations) and very occasionally I do get boats going a lot faster, as well as slower, than their builders predict. However, only once have I had to call to ask which of the four different length overall measurements was the correct one.

Linssen's 52.9 recently had me perusing its uncomplicated but informative website.

There, I stumbled across something I've yet to find on any other motor boat website – an up-to-date price list for Linssen's full range of boats. Compared with car manufacturers, most boatbuilders seem oddly reluctant to release that crucial information in anything other than printed and personally requested form. Yet I can see no downside to making price lists public on a website. I've heard commercial sensitivity cited as the excuse, but rival boatbuilders have always been able to get hold of their competitors' prices without any trouble whatsoever. So having prices that will always be 100% up to date and instantly accessible worldwide by dealers and buyers alike can surely only be advantageous.

The logical extension of this would be to mimic the automotive exemplar and publish prices for all the extras too. It's perhaps expecting too much of all but the very biggest boatbuilding conglomerates to fund the aquatic equivalent of those excellent 'build your car' apps that allow you to not only select all the extras you would like, but also to view your dream car in its finished form, complete

Price on application is an all too common sight on boats for sale



with its 'Blu Sophisticato' paint and 'Rosso' leather interior (to save you guessing, it's a Maserati Gran Turismo, which I managed to add £19,462 of 'personalisation' to – more than the cost of my last car!).

My feeling is that builders would actively benefit from this freedom of financial information. Potential customers would arrive at boat shows with a far more realistic idea of the final cost of their fully specified boat, and that surely would discourage the discounting culture that has crept into our industry and does boatbuilders and boat buyers alike no good whatsoever in the long term.

The closest thing I've seen to the 'build your car' apps is Sea Ray's amazing iPad app (search the app store for Sea Ray 650 Fly) which comprises a CAD-based external and internal walkaround. It doesn't incorporate prices, but it does allow you to change the hull colour, erect the foredeck sunshade, add teak decks, and so on. The alternative to moseying around a CAD model is simpler yet in some

ways more informative. It is now an easy matter to construct 360° walkarounds that place you inside a real boat and allow you to manipulate the view so that you can look all around a cabin, including gazing up at the ceiling and down at the floor.

It used to be that this sort of imagery and software took forever to download, but no longer. The best example of this I have come across is on [www.princessyachts.com](http://www.princessyachts.com). Even with my normal non-fibre broadband, all 59 compartments and areas of the Princess 40M yacht downloaded in ten seconds, with a further three seconds to then jump between the different zones.

Despite the brilliance of this particular website's 360s, I'd advise you not to look. So enticing and compelling are its walkarounds that you'll be unable to stop yourself withdrawing all those pension funds and blowing the whole lot on a Princess S72, when all you actually wanted was a modest Lamborghini. **MBY**

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Edited by Hugo Andreae

## CONTACT MBY

Email [mbymby@timeinc.com](mailto:mbymby@timeinc.com)

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## Not so testing times

May I congratulate Dave Marsh on the accuracy of his article Testing Times (MBY, July 2015). There are some great suppliers and contractors in the marine industry but there are some really bad ones too. I've had brilliant service from some and very poor treatment from others. Dave's article says there is "no magical remedy".

But there is, or at least there could be: Check A Trade has revolutionised the domestic trade industry as not only can you look up who is good and bad, but the supplier or contractor is worried about receiving a bad review in case their rating drops.

For example, I had a garage door poorly installed and the chap made all sorts of excuses, but as soon as I mentioned a bad score on Check A Trade he fixed it.

We need a similar service in the marine industry! **Nigel Morris**

*It may not be quite as well known as Check A Trade but the mby.com forum is a great way to ask fellow boat owners for recommendations while our annual Customer Service Award does at least reward the marine businesses who are already doing a good job.* **Hugo**

## Get your engine going

I got a new Suzuki 2.5hp about 18 months ago. When it goes it's okay but the carburettor needs cleaning so often which is very

to travel afar, or to Dale Sailing or Dean, builders who zlingly perfect rely on local experience so far

During a repair, passerby damaging the hull with the end of an errant scaffolding pole.

At no point did I ask for any special consideration – I accepted the quotation to

that fails, you could always independent to see if they could inurman, help with your disagreement. On second thoughts... **MBY**

## STAR LETTER

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I didn't understand it, not a quotation. the bill arrived the keted by 50%, shipwright had on the coachroof hogany – the



annoying. You know when it needs doing as after start up and warming you can't turn off the choke fully, and idling is poor or it cuts out. The dealer keeps saying it's oil in the carburetor but I fail to understand how.

This seems to be a very common complaint. It has been said that Suzuki has set the carburettor lean for emissions reasons. I see some have re-jetted the carburettor – on YouTube someone

got to the idle screw and adjusted it and now claims it works well. Only problem is Suzuki has sealed off the idle screw and the cover needs drilling off. **Tim Simkins**

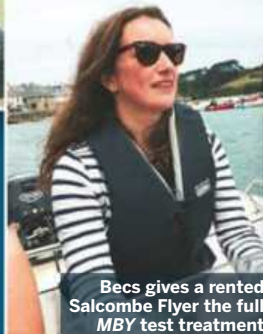
*I had one of its 2.5hp engines myself which ran like a dream until my nephew finally managed to kill it so I asked Suzuki to look into your issue. Here's what they have to say: "We're sorry to hear that your reader has been having problems with his Suzuki DF2.5 – our most popular outboard. The need for regular*

*carburettor cleaning suggests contamination is present. It is correct that the air screw has to be set and plugged from production to meet the emissions legislation required to sell the product. However, adjustment can be made by an authorised Suzuki dealer if necessary. We'd be only too happy to liaise directly with the customer to rectify this issue to his satisfaction."* **Hugo**

Tender moments: Greg and Chris practise their new dance routine during an engine test



There are only a few years between them so how come the Project 31 is being restored but Hugo isn't?



Becs gives a rented Salcombe Flyer the full MBY test treatment



Jack dons his patented MBY shirt-saver in preparation for a squid-ink risotto



A sink in the cabin makes perfect sense

## BEHIND THE SCENES

The shots the MBY team would rather you didn't see



### Cornish clouds

Dom Brown was enjoying a RIB ride with a friend when he snapped this mesmerising shot of St Mawes in Cornwall

## YOUR PHOTO OF THE MONTH

Wins a hand-held Icom IC-M23 Buoyant VHF Marine Transceiver worth £165! Send your best photo to us at [mby@timeinc.com](mailto:mby@timeinc.com)



ICOM

### Not mad on the Med

How do your two Fleming correspondents manage to make what should be a riveting voyage of discovery into a series of uneventful trips between eating stops? I read MBY to enhance my enjoyment of boats, their demands in navigating a successful landfall and the constant need to keep them running safely and sweetly. The recent article about cruising a Fleming 65 from the UK to the Med barely mentioned any sea-associated narrative – just that they left A and in an awesome sunset arrive at B. More focus please. **Melvyn Pini**

*Please remember that we rely on contributions from boat-owning readers rather than experienced journalists for these real-life cruising stories so inevitably their writing style and cruising preferences vary. I think it adds variety to the mag but I hear what you're saying and will try to give tighter briefs and guidance to anyone kind enough to share their stories with us. Why don't you set the ball rolling by sending a cruising story of your own to [mby@timeinc.com](mailto:mby@timeinc.com)? Hugo*

### Let that sink in

In your review of the Monte Carlo 6, the basin in the cabin seems to be a novel idea. A boat of this length has space for a nice layout, but on smaller boats the space is more of an issue. On my Targa 32 (which was delivered in April 2014) I chose the option to install the sink in the aft cabin instead of in the toilet. It now has a spacious shower and toilet, as you can see (pictured left)! **Christian Lahaye**

*I'm a big fan of this layout too. Having two smaller toilet and shower compartments but leaving the basin in the cabin makes for a more spacious master and means one of you can brush your teeth while the other is using the shower or toilet. Hugo*

## NEXT ISSUE...



Tested: Sealine's C330 and the rivals it aims to beat

### ON SALE: SEPTEMBER 3

**Sealine C330 group test** The clever new coupé squares up to its rivals from Bavaria and Elan

**Princess adventure** Our man buys a second-hand V39 in Mallorca, fills the tanks and drives it back to the UK!

**Top 10 boating islands** Peter Cumberland takes you on a virtual cruise of his favourite island destinations

**Boat Show Preview** Full details and photos of all the new motor boats coming to the Southampton show

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### FORUM CHAT Best 2.5hp for a tender?

**NDB asks:** Can anybody advise on the best 2.5hp outboard for my tender?

**TQA says:** A vote for the Tohatsu 2.5hp 2-stroke. If you can raise the extra cash get the version with the neutral/forward gearbox. Life is a little less fraught. It is also sold as a Nissan and Mercury.

**Lady J says:** 2-stroke all the way for a tender – no storage issue, light as a feather and reliable in the extreme. For me the Mariner 3.3hp is the best, same as the 2.5hp but with neutral.

**Ahabdonal says:** Once you have started an outboard accidentally in gear at full throttle you would never have one that was permanently in gear. I avoided injury but only just. Only thing about 2-stroke engines is that you need to clean out the float bowl from time to time.

**Firefly625 says:** I do find it interesting that folks are recommending getting a second-hand 2-stroke. Yes 2-strokes are light, but they are at best around eight years old and the weight difference between a small 2.5hp 4-stroke and a 2-stroke isn't that great, circa 12kg against 9kg? Surely the best advice is to buy a brand new engine with a five-year warranty and get the best made product for that size, which in my opinion would be a Yamaha.

**Aquapower says:** After having had a couple of 4-stroke engines I have no desire to go back to a 2-stroke. It seems silly messing about with old, unreliable outboards when a new one is around £500 with a five-year warranty. I'm looking at getting a Suzuki 2.5hp 4-stroke as it's the lightest in its class at 13kg.

**MarieK says:** I have a 2.5hp Yamaha. It's pretty bombproof as long as you store it correctly and don't run it with old fuel.

**Neale says:** The Yam, which is a great engine by the way, is 17kg.

**NoviceRod says:** I am thinking about getting an electric Torqeedo 1003 for my tender. Seems to have a few positives, but pricey. I would welcome any thoughts.

**Wonky says:** I've got one of the much less powerful electric jobs, Flover, and although power is awful the great thing is the lack of noise. I'm definitely thinking of upgrading to the Torqeedo.



# LINSSEN GRAND 52.9 STURDY

Fantastically well engineered and kitted out to the hilt, this robust charmer is an intrepid beast

Text: **Dave Marsh** Photos: **Linssen & Dave Marsh**



*The good news is that Linssen does not charge extra for the extravagant Variotop version, it's a no-cost option*

A thunderous hailstorm with frozen missiles, blustery winds gusting up to Force 5, and torrents of water cascading over the front windscreens – this was how Germany greeted us in early May this year, during the test of Linssen's Grand Sturdy 52.9. So much for the gentle waft along the River Ems that I'd been hoping for. Nevertheless, a useful reminder of two points; that the larger inland waterways can be surprisingly challenging at times, and that sturdy steel boats like the 52.9 should never be pigeonholed as inland waterways boats – they're capable of far more intrepid cruising than that.

Although much of the 52.9's DNA is shared with its smaller brethren, despite being a mere four foot longer than its Grand Sturdy 500 sibling, Linssen has conjured something entirely new in the layout department. On previous boats, the Dutch builders invariably positioned the galley and the dinette forward near the saloon windscreens, sometimes down a step or two, although occasionally at the same level as the lounging area in the saloon. On the 52.9, the galley and the adjacent dinette live aft in between the owner's ensuite cabin and the saloon, five steps down from the saloon and at the same level as the master cabin. For a company that normally produces evolutionary rather than revolutionary designs, it is a departure that borders on radical. And like most significant departures, it throws up distinct pros and cons.

## ACCOMMODATION

One upside of this new layout is that it leaves the spacious saloon free for loafing duties. Another is the magnitude of the galley. Although it looks modest on the layout drawing, in reality it's a sizeable affair. In part, that's because positioning the galley on the lower deck allows Linssen to incorporate six big eye-level lockers and to utilise a full height domestic fridge-freezer. Consequently, even with luxuries such as a dishwasher and an oven absorbing space under the countertop, the remaining storage is still generous. It is also a delight to work in thanks to its open-plan aspect with the saloon. It may be down five steps but it still feels connected to the saloon, and benefits from the light that floods this area.

If you plan to eat outside in the cockpit at all times, then you will not have any trade off to ponder. However, if you plan to eat inside, the below-decks dinette does not score highly. The

two portholes alongside are only small, so they can't begin to provide the lovely views that you would get from a dinette sited upstairs at the front of the saloon. Also, with its railway carriage-like arrangement, there's no opportunity to pull up a couple of extra seats. This means that it can cope with four adults at mealtimes, but not the full six that the 52.9 can sleep, let alone a couple of extra ad-hoc guests that the eight-seater cockpit dinette can handle.

It's worth mentioning here the new Linssen that is under construction, the 58.9. So incredibly closely related is this new flagship to the 52.9 that you could happily use this review to form the great majority of your views about the bigger boat. These two boats share the same beam, air draft, underlying hull form and deck design. They use the same twin Volvo D4 180hp diesels, and although the bigger boat is around 11% heavier it also has a longer waterline length, so I'll wager that its top speed and fuel consumption will be almost identical. Here's the relevant thing though – that modest extra 4.7ft (1.44m) of length allows enough space in the 58.9 to position the galley and the dinette at the front end of the saloon, while simultaneously offering at least 28 different semi-custom mix-n-match layouts in the two useful spaces vacated by the galley and the dinette. So if the 53.9's lower dinette and galley arrangement doesn't appeal to you, but absolutely everything else does, there is an easy solution; buy a 58.9!

## VALUE FOR MONEY?

I have little doubt that if it chose to, Linssen could mimic the luxuriously opulent fit-out of, say, Sunseeker's finest. Instead, its interiors are quietly restrained, even plain in places such as the trim surrounding windows. And for that I think we should be thankful. Engineering exceptionally high quality steel boats in small numbers is an expensive process, and sticking to a relatively unfussy fit-out allows Linssen to splash the money where it really counts and yet still maintain affordable prices.

Consequently, things that you might find on mainstream boatbuilders' extras lists are standard on the 52.9; full teak decks, not just a powerful bow thruster but a stern thruster too, and the dream combination of underfloor heating and double glazed windows. I've experienced this latter combo on another Dutch steel boat test during a bitter damp night in Holland, and set against a blown hot air system, it's like comparing a stay in the Savoy with a night in an Ibis. Also bear in mind that the 52.9's steel hull and deck is immeasurably stronger than most glassfibre



Looking up and aft into the pilothouse; looking down past the dinette, you can just see the owner's aft cabin



Safety first thanks to gentle incline on steps and sturdy handrails alongside



Unlike the sliding alternatives, the quadruple teak folding doors don't need a parking space, so the pilothouse can be opened up completely



Low level lighting is a nice touch in the galley



## A CLOSER LOOK WITH DAVE MARSH

### FOLDING MAST

The mast can be either manually lowered, or optionally powered. The 52.9's mast-down air draft of 12ft 6in (3.82m) is only 11ft 8in (3.55m) on the Variotop.



### PILOTHOUSE VIEW

Sunroof is as big as can be on the Wheelhouse version and light floods in, but the Variotop will provide a more open aspect in the pilothouse.



### DOUBLE GLAZING

Double glazing is standard, as is underfloor heating. The overhead side deck protection seemed too much – until we were caught in fierce hail.



### THE ENGINEROOM

Access is quick and easy, through a big floor hatch in the saloon. Having comparatively small engines means plenty of space in between for service access – two people could get down here.



## THE RIVALS

### Aquanaut EV 1700 mkII Price from £1m

Its flybridge means extra space over the 52.9, but folding screens mean a similarly low inland waterways air draft as the 52.9.



### Van der Valk 15M Continental mkII POA

Linssen's 52.9 sits in between Van der Valk's 15m & 17m models; both steel boats can be heavily customised.



*Drop from 2,800rpm to 2,200rpm and the 52.9 only loses a single knot, yet everything feels far more relaxed and serene*

structures, and that it already comes complete with the expensive epoxy paint job that the GRP boat owner may have to stump up for after a decade fading under the blazing Mediterranean sun.

## OUT ON THE WATER

With bow and stern thrusters, the luxury of twin engines, comparatively low windage, a long keel, plus the 52.9's great mass anchoring it to the water, it was no surprise that the boat handled very sedately and predictably. So well that it's really only the boat's notable inertia that needs a watchful eye. Bow and stern thrusters are standard, but you can upgrade to Sleipner's superb PRO thrusters with their invaluable proportional control and Hold function. I can't recommend these too highly; with these wonders, it's entirely possible to pin the boat to a windswept pontoon, step ashore and tie up at leisure, completely unassisted by any crew (who can be swabbing the decks, or mixing your Martini) while you take the applause. Okay, I've only ever done this once, but smug doesn't begin to describe the feeling.

Our boat was also ably assisted by RotorSwing's stabilisers (full report *MBY* August 2015). Driving the boat for around an hour in relatively open water near Emden and then along the river Ems for a couple of hours, it was clear that the 52.9's hull form was perfectly capable of handling the blustery headwinds without help from RotorSwing. That said, these unusual spinning stabilisers did add a worthwhile extra degree of comfort. Plus, controlling the 52.9 in more challenging conditions than ours will be so much easier if it remains resolutely horizontal.

As for speed, our de-rated 180hp D4 Volvo diesels pushed our boat to a whisker under 10 knots flat out. Of course, you'd be crazy to spend any length of time at that speed because, as with all heavy full displacement cruisers, the fuel consumption rockets as the 52.9 approaches its theoretical maximum hull speed of 9.5 knots. Although there's no law to prevent you cruising at whatever speed you want, our 31 tonne boat seemed to have two particularly harmonious cruising speeds. Drop from 2,800rpm to 2,200rpm and the 52.9 only loses a single knot, yet everything feels far more relaxed and serene at this 8.9 knots speed, and fuel consumption plummets to provide an 85% increase in the range.

There seemed to be a similarly notable transition as the revs dropped to 1,300rpm. At this 6.2-knot speed, in most places the noise levels became a whisper, around half those at 8.9 knots, the exception being the cockpit

which only registered a 5dB(A) drop. Linssen knows that peace and quiet is important to life in the slow lane, so noise is a real focus for the design team. For instance, its boats have a sand box directly over the propellers; a welded coffer filled with sand to damp down any structure-born vibration that the propeller tips might try to inveigle into the steel hull.

## VARIOTOP ALTERNATIVE

The 52.9 comes in two distinct forms: Wheelhouse and Variotop – Variotop being Linssen's name for its folding roof, a retractable soft-top that covers the entire wheelhouse. Until the moment when we were bombarded with hailstones, I'd viewed the big-boat style side deck protection on the Wheelhouse version as an unnecessary indulgence. Yet those side canopies, and the vast fixed roof that covers the aft deck, might be just the thing for exceptionally hot and sunny climates too. The double skinned Variotop that I used many years ago on the Grand Sturdy 500 was beautifully engineered. Although it still needs a surrounding structure to support it, I'd be surprised if the aperture over the pilothouse did not feel notably larger overall than the opening created by the Wheelhouse's sliding sunroof. It's a subtle distinction, but I'd expect to feel more 'outside' on the Variotop version.

With the solid wheelhouse roof extending fully over the cockpit to provide complete protection, the sound will not be able to escape in the same way as it will on the foreshortened Variotop version. I'd also expect the Variotop to reduce noise levels in the pilothouse too – in my experience soft material roofs generally knock a worthwhile 2dB(A) or so off the sound levels compared with their hardtop counterparts. Technically speaking, the Wheelhouse 52.9 is a class A boat, whereas the RCD (Recreational Craft Directive) rates the Variotop model as a class B boat. Personally, if I were planning regular extended voyages in waves exceeding 4 metres and F8 and above winds, I'd buy a Nordhavn. Either way, the good news is that Linssen does not charge extra for the extravagant Variotop version, it's a no-cost option.

## VERDICT

Just under three years ago, Linssen's Grand Sturdy 500 Variotop made it on to my list of all time top five boats (*MBY*, March 2013). Although the new 52.9 has not managed to topple it, that is only because of two subjective preferences – that I love the Variotop and like my dinettes to be upstairs in the saloon where the best views can be enjoyed. Of course, if the



Plenty of ventilation in the forward shower



The forward day heads is a roomy affair





This self-indulgent contraption is one of the few luxuries on the 52.9 that isn't standard. The mattresses are among the most comfortable I've ever had the pleasure of reclining on



Headroom in the owner's cabin is 6ft 7in (2.01m) around the foot of the berth





Underfloor heating runs throughout the boat





Single berths slide together to form a double



 Stubby bow with overhanging pulpit means you're not paying for unused length in a marina

 Rope fender is more than decorative, alongside friendly surfaces it can save on deploying fenders

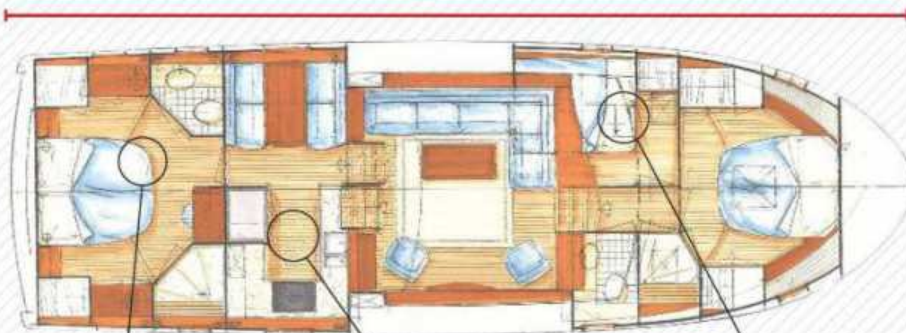
 Cold hard steel is an unforgiving surface if you fall against it, but Linssen has banished sharp edges

 Side gate becomes a ladder when it hinges down, so side boarding is easy, whatever the pontoon height

## THE DATA

LENGTH OVERALL 53ft 6in (16.30m)

**BEAM**  
 16ft 10in  
 (5.13m)



Simple owner's cabin boasts the invaluable bonus of separate shower and heads compartments

Big advantage of the galley-down arrangement is the abundance of eye-level lockers

Sliding mechanism means that guest cabin double berth can be morphed into two singles

**FUEL CAPACITY**  
 506 imp gal (2,300 litres)  
**WATER CAPACITY**  
 220 imp gal (1,000 litres)  
**DRAUGHT**  
 3ft in (1.30m)  
**AIR DRAUGHT**  
 12ft 6in (3.82m)  
**RCD CATEGORY**  
 A (Wheelhouse) B (Variotop)  
**DESIGNERS**  
 Linssen design team  
**DISPLACEMENT**  
 31 tonnes (empty)  
 34 tonnes (full fuel & water)

## Newfangled layout aside, in most other ways it is business as usual for Linssen

wheelhouse version appeals most then that impediment disappears because the aft deck can be completely enclosed with canopies and the cockpit used as the principal dining room with a view, leaving the lower dinette for breakfast bar duties.

We should not underestimate the effects that recent stabiliser developments are having on this type of boat. They have the potential to transform an un-stabilised 52.9 from a cruiser that's happy to undertake inland waterways and coastal trips to one which doesn't flinch one jot at the thought of more intrepid cruises such as a cross Channel trip or more, simply because the stabilisers remove the impediment of seasickness-inducing beam sea rolling.

Worth bearing in mind on a Class A (RCD) boat with a 1,000+ mile range at anything below 7.5 knots.

Newfangled layout aside, in most other ways it is business as usual for Linssen. Possibly the most impressive thing about the 52.9 is that Linssen can produce such a well engineered, tough steel boat, build it in small numbers, load it with the sort of goodies that most owners will genuinely want and enjoy and benefit from, and still sell it for the sort of money that keeps it within striking distance of the more mass produced alternatives. **IMB**

**Contact** Boat Showrooms of London.

Tel: +44 (0)1932 260260

Web: [www.linssenyachts.com](http://www.linssenyachts.com)

### THE HELM VIEW

Opening side window is good for ventilation, and for communicating with the crew

Simple dash layout aims the most important screens directly at the helmsman

Volvo engine controls means access to goodies such as cruise control, engine sync, single lever etc

Big fixed wheel would be inappropriate for a planing boat but it's perfect for the relaxed 52.9

### PERFORMANCE

**TEST ENGINES** Twin Volvo D4-180. 180hp @ 2,800rpm.  
4-cylinder 3.7 litre diesels

MBY FIGURES	ECO	FAST	MAX
RPM	700 1,000 1,300 1,600 1,900	2,200 2,500 2,780	
Speed	3.8 5.0 6.2 7.2 8.1	8.9 9.4 9.8	
LPH	2.0 5.0 8.0 10 20	33 48 67	
GPH	0.44 1.10 1.76 2.20 4.40	7.26 10.6 14.7	
MPG	8.64 4.55 3.52 3.27 1.84	1.23 0.89 0.66	
Range	3,483 1,841 1,426 1,326 746	497 361 269	

#### SOUND LEVELS dB(A)

Helm	48 49 50 55 59	61 64 67	
Cockpit	60 68 71 73 75	76 77 79	
Saloon	50 51 54 58 61	63 66 69	
Galley	52 53 55 60 67	69 71 74	

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from onboard fuel gauge, your figures may vary considerably. All prices include UK VAT. 60% fuel, 50% water, 3 crew + safety stores but no tender or liferaft, 20°C air temp, light chop & F2 for speed trials

### THE COSTS & OPTIONS

Price from approx	£978,000 (twin 180hp)
Price as tested	£1.28m (twin 180hp)
Variotop folding roof	no-cost option
Underfloor heating	standard
RotorSwing stabilisers	£46,500
Teak decks (aft + side + foredeck)	standard
Electric sunroof (wheelhouse)	standard
Thrusters: 16hp bow & 13hp stern	standard
55,000Btu air-conditioning	£26,000
7kW Genny + 342 litre fridge-freezer	standard
Double glazed thermal windows	standard
Epoxy paint system	standard

= Options on test boat

BOAT REPORT  
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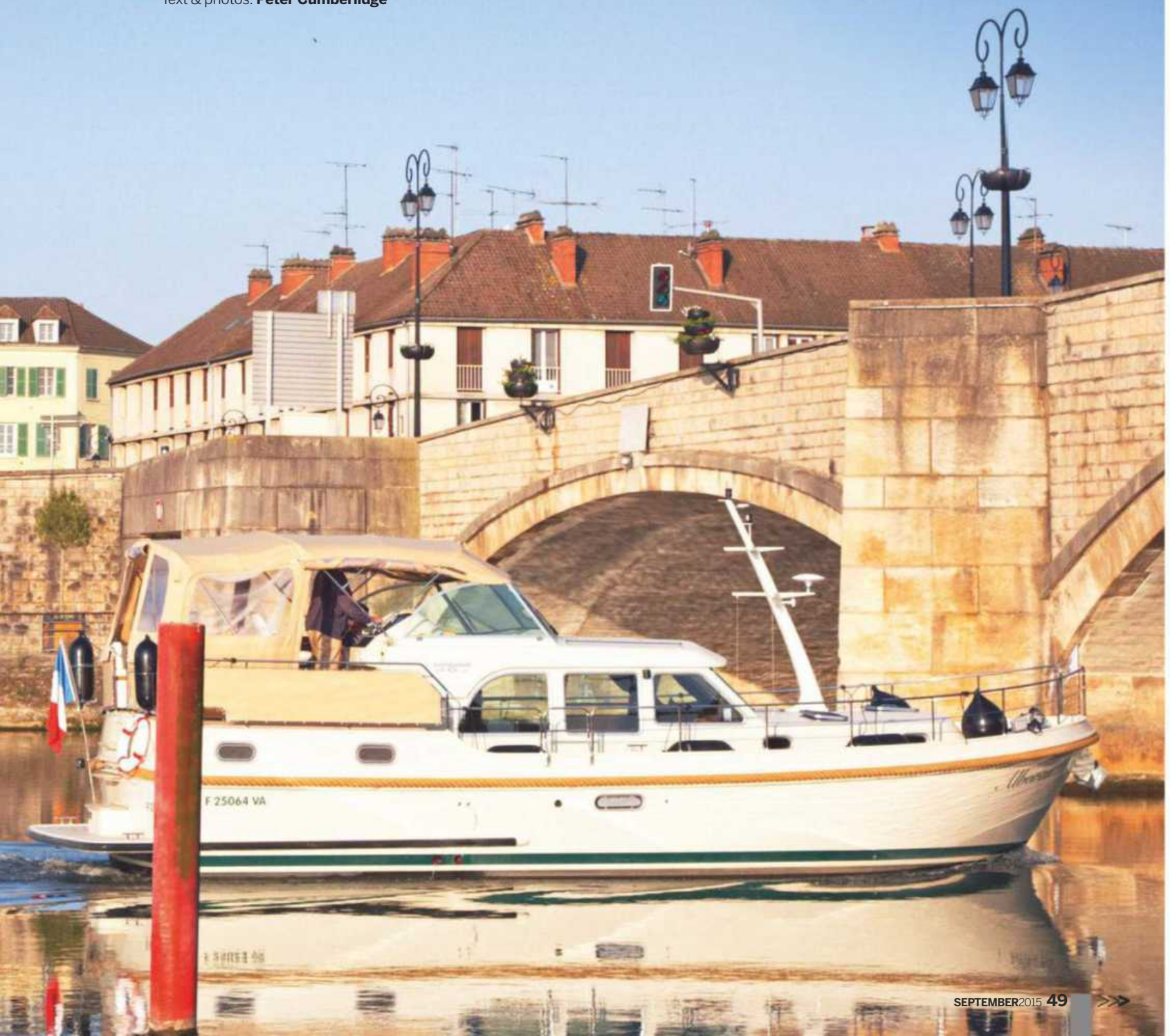
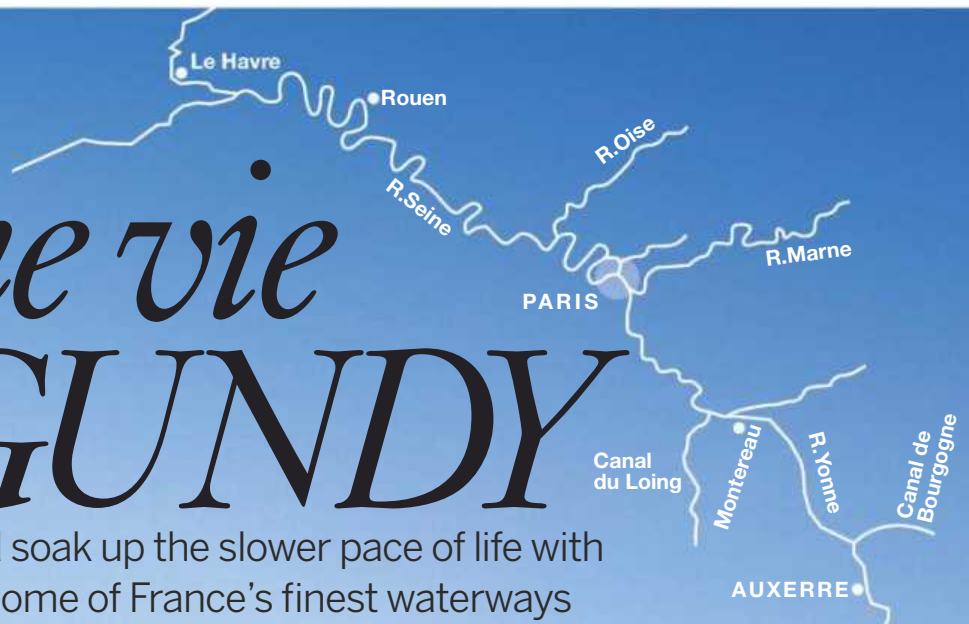
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# *La bonne vie* à **BURGUNDY**

Swap coves for canals and soak up the slower pace of life with a cruise from Paris along some of France's finest waterways

Text & photos: **Peter Cumberlidge**





Setting off from the heart of Paris in the shadow of Notre-Dame

Earlier this season, on a warm still morning, Jane and I were relaxing on the bridge-deck of *Alboran*, a brand new Linssen Grand Sturdy 40.9. We were sipping real French coffee in the heart of Paris, moored in the restful Port de l'Arsenal near Place de la Bastille. Paris in the spring aboard a comfortable motor yacht was a delicious sensation, heightened still further when James – our old cruising friend and trusty crew – hopped aboard with a bag of warm croissants and pains au chocolat.

We were delivering *Alboran* up the Seine and Yonne rivers to Auxerre, a magnificent old waterways port in north-west Burgundy. Here she would join the hire fleet run by France Afloat, whose English owners we have known for many years. Experienced hirers will be able to savour these majestic French rivers in style and even cruise to Paris if time allows.

Fringed with plane trees and quayside gardens, Arsenal Marina feels pleasantly cocooned from city hurly-burly and has many attractions nearby. Later we strolled down the right bank to the famous Paris islands – Île St Louis with its chic shops and bistros, and Île de la Cité, the capital's medieval heart adorned by Notre-Dame cathedral. Soaking up the atmosphere we watched tourist barges circling the islands and gliding under bridges. We dallied in the grand cathedral cloisters and lunched at L'Ilot Vache, my favourite on St Louis. A little pampering would do no harm before we continued inland.



Waiting for a lock to open on the Seine

## PORT AUX CERISES

Locking out of Arsenal next morning, we squeezed under the low entrance bridge and emerged into a spectacular open stretch of the Seine, with views down to Notre Dame and a shy glimpse of the Eiffel Tower. Watching for traffic, I swung left under Pont d'Austerlitz, whose graceful arches look so Parisian, and slid past the looming glass towers of the French National Library.

We reached our first lock at Port à l'Anglais and slipped in behind a massive barge. The large Seine locks are controlled from on high by invisible lock-keepers, but you can chat to them on VHF and we found everyone helpful, giving clear guidance on when to enter if barges were also going through. These huge river ships are daunting at first, especially if you are already in a lock when

## HIRING THE LINSSSEN

Experienced crews can hire the Linssen 40.9 and other models from Auxerre. A one-week cruise might take you to Sens on the Yonne and a fortnight gets you to Paris and back.

**Engine** Single 110hp Volvo D3 diesel

**Berths** Up to eight, but ideal for two couples

**Helm** From aft bridge-deck. Bow and stern thrusters

**Draught** 1.20m

**Accommodation** Aft double cabin with bathroom. Forward double and twin cabins with shared bathroom. Light, spacious saloon with well-equipped galley

**Facilities** Air-conditioning on shorepower, Eberspacher heating

**Contact** France Afloat.

Tel: +44 (0)870 0110 538

Web: [www.franceafloat.com](http://www.franceafloat.com)



The interior dining area on the Linssen 40.9



The aft cabin has decent headroom

*Experienced hirers will be able to savour these majestic French rivers in style and even cruise to Paris if time allows*



The marina at Port aux Cerises is a good alternative base for visiting Paris



Melun prison on the banks of the Seine



they arrive, but their skippers were always considerate to the minnow in the pool.

About 20km from Arsenal, opposite Juvisy suburb, we saw a buoyed gap leading to a peaceful marina at Port aux Cerises, which I'd heard was a practical alternative base for visiting Paris. Though the entrance was tight and needed a sharp starboard turn, precision manoeuvring was easy enough with our bow and stern thrusters. From our berth I saw much larger boats further in.

Cerises was delightful, surrounded by trees and a soothing park. The staff and neighbouring berth-holders were most welcoming. It was only 10mins walk across the Seine bridge to Juvisy station, a kind of French Surbiton from where fast trains can whisk you into Gare de Lyon for a day's sightseeing.

quay on the island's south shore, with electricity and water laid on. Melun has an astonishing number of restaurants and we ate well at La Bulle Gourmande, just over the middle town bridge on the south bank.

In behind the quay we saw many fine old buildings and you can cross to a lively market on the north shore. Not many people know that Melun was the original producer of Brie cheese and Brie de Melun remains an aristocrat with its melting texture, full flavour and sea salt tang. A good Burgundy red goes perfectly with Brie, and we were fast approaching that noble region.

## SLEEPY SAINT-MAMMÈS

Leaving Melun we passed under the golden walls of the prison, splendid from the outside though no doubt dismal within. Now we entered a secluded reach with dense woodland either side. One of the treats of cruising French rivers is that you seem to creep through the country without being noticed. This anonymity is extremely relaxing, as if you have genuinely stepped off the working treadmill and vanished from sight. We passed a few neat villages and saw many patient fishermen, whether deeply engrossed or fast asleep it was difficult to say.

Rounding a sharp bend at Champagne-sur-Seine, we came upon the sleepy barge town of Saint-Mammès, a retreat I remembered from my dilettante student cruising days. Saint-Mammès grew up around an important waterways junction between the Seine and the much smaller River Loing, which joins a popular canal route south towards the Mediterranean.

Such junctions are fascinating for their sense of choice between different destinations. Saint-Mammès was once a base for hundreds of family barges that ranged all over France and beyond. It's much

The comfortable forecabin has plenty of storage



## INTO THE COUNTRY

Cruising on from Cerises, we ran into more open country with occasional small towns and quays softened by weeping willows in Monet style. The Seine is much wider than any English river and this feeling of scale continues far into its upper reaches. There is still plenty of barge traffic and most of Paris's building materials arrive by river. One of the main supermarkets is restocked by barge, though a local we met dismissed this largely as green propaganda.

Our next stop was the ancient town of Melun, originally built as a castle on an island in the Seine. Melun has well-preserved stronghold walls, parts of which are used as a prison. There's a handy visitor

quieter now, but the ghosts of past barges flit along the quays and old streets of this once bustling port.

Nudging up the Loing past rows of barge houseboats, we reached a pontoon near picturesque Moret-sur-Loing, where impressionist painters once gathered to capture exquisite scenes of watermills and limpid pools graced by willow trees. Alfred Sisley is much fêted in Moret, an English painter who spent most of his life in France. His evocative *Flood at Port Marley* catches the power and mood of the Seine in winter.

## UP TO MONTEREAU

A dozen kilometres above Saint-Mammès is another key junction, between the Seine and the Yonne. We hung a right on to the Yonne and pulled alongside a snug pontoon opposite the charming town of Montereau. Our berth looked across to the old city walls and a commanding church. The port was much improved since our last visit and has water, electricity and a chandler where new laundry facilities are being installed – a useful cruising stop.

Ahead of us lay a homely looking barge yacht, flying a red ensign and bright with cheerful geraniums. Soon we met Tony and Nicola, who let their house in England and spend much of their time exploring France afloat. Their 49ft barge *Archangel* is a tough little ship furnished with all home comforts.

Tony offered to help us through the next three locks, the most difficult to negotiate between Paris and Auxerre. Many Yonne locks have rough sloping sides but only these next three don't have pontoons which ride up and down the harsh walls as the locks fill and empty. Because Tony and Nicola's heavy barge would not be greatly troubled by sloping walls, they invited us to moor alongside *Archangel* in these fiendish locks.

## THE DELECTABLE YONNE

While not so wide or imposing as the Seine, the Yonne is a sizeable river which can flood dramatically in winter. In spring and summer it is one of the most enchanting waterways in France and we loved every minute of our 108 kilometres between Montereau and Auxerre. We saw many enviable waterside houses and some cosy houseboats in secret backwaters.



Moret-Sur-Loing has been immortalised in many an Impressionist painting

*Alboran* carried us smoothly through this glorious valley in great comfort and the warm sunny weather was luxurious after damp chilly England. Spring was well sprung and the clamorous birdsong was uplifting. Together with *Archangel*, we spent our first Yonne night out in the wilds alongside a Belgian barge, whose genial skipper had taken our warps in several locks. He was bound for Sens to load

a cargo of malting barley for beer brewing and his straight-sided ship made an idyllic rural berth below a tumbling weir.

## CRUISING INTO BURGUNDY

We entered Burgundy just north of Sens and stopped to explore this historic port, clustered around a flamboyant cathedral. A leafy stretch of town quay is reserved for visitors and we moored alongside near the old town centre and its maze of narrow streets. Here we found some enticing food shops, including a mouthwatering café-charcuterie called Le Village-Gourmande.

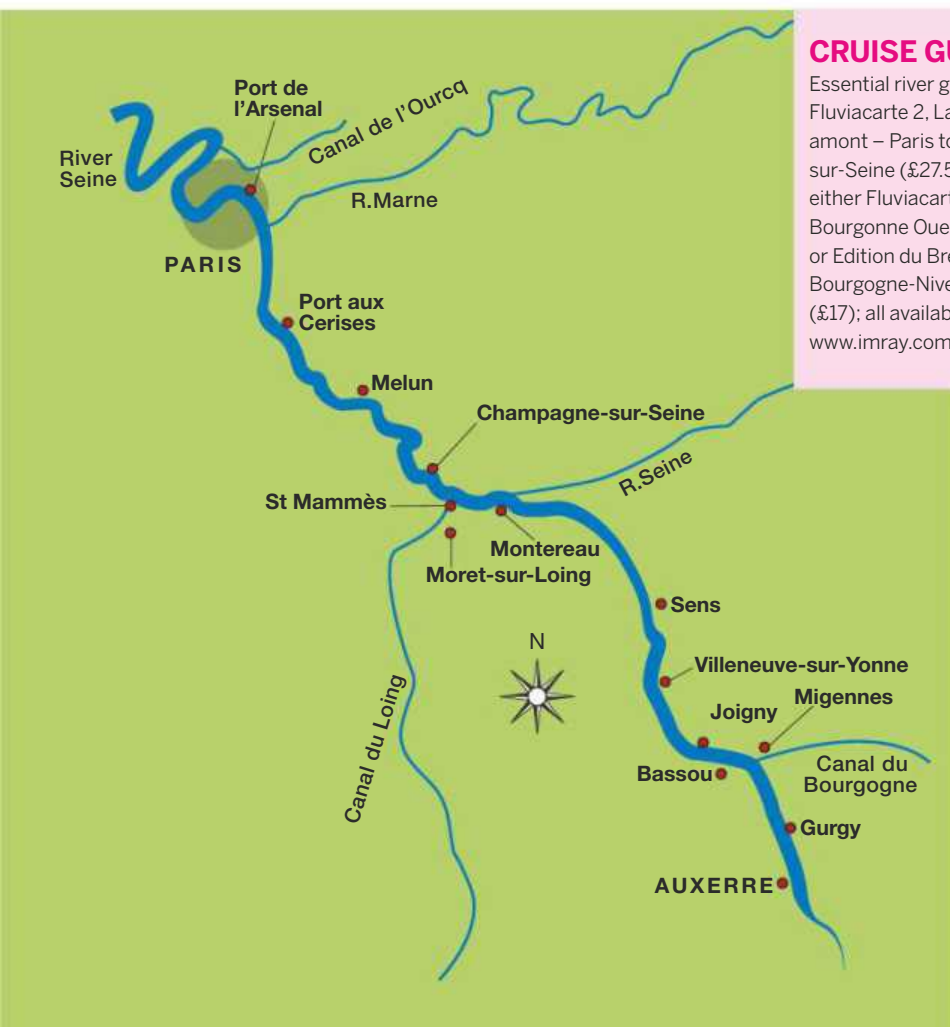
Near the cathedral a 19th century market is being meticulously restored. We lunched at L'Ambiance des Halles, a stylish modern bistro-fishmonger where you choose your fresh seafood and tuck into it as part of a three-course menu. The weather had turned summery and Sens was in holiday mood. Back on board we relished our air-conditioning, until I turned the fan too high and tripped the whole quayside shorepower system.

There were more culinary treats to come. Tony and Nicola had spotted James's birthday cards in our saloon and Nicola baked him a scrumptious chocolate cake, presented with a discreet number of candles. One of the great pleasures of cruising is meeting kind people along the way.

## UP TO VILLENEUVE

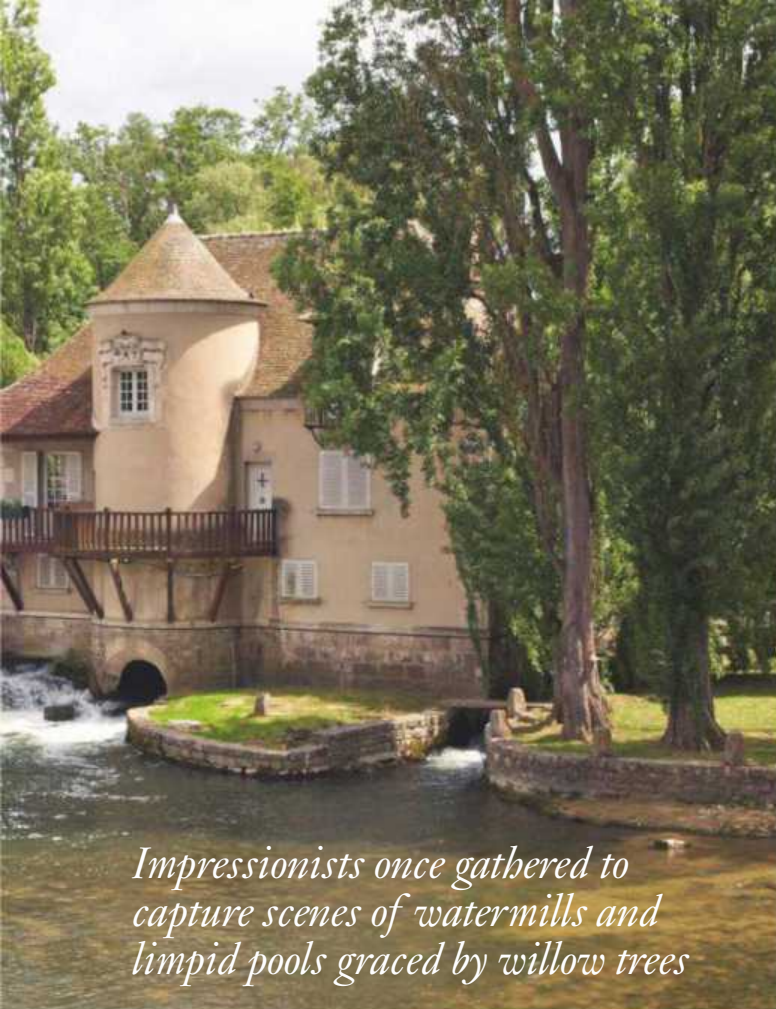
Casting off early next morning, we said *au revoir* to *Archangel* as a wispy morning mist cast a romantic veil over the river. Pushing out of Sens into the country, we waved to our friendly bargee who was alongside a huge silo, loading his vital barley.

After entering our first lock quite quickly we had to wait inside while a small blue French boat called *Poppie* bumped up astern after



## CRUISE GUIDES

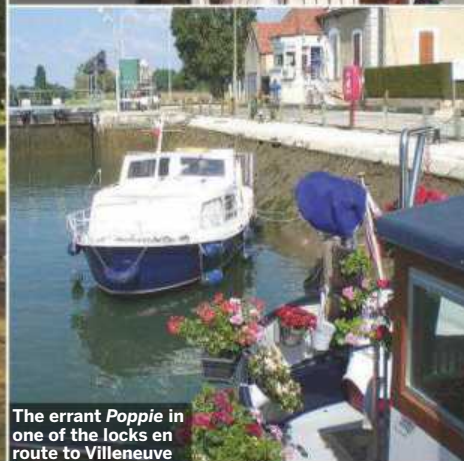
Essential river guides are Fluvicarte 2, La Seine amont – Paris to Marcilly-sur-Seine (£27.50); plus either Fluvicarte 20, Bourgogne Ouest (£25) or Edition du Breil 11, Bourgogne-Nivernais (£17); all available from [www.imray.com](http://www.imray.com).



*Impressionists once gathered to capture scenes of watermills and limpid pools graced by willow trees*



Socialising at a lock on the Yonne River



The errant *Poppie* in one of the locks en route to Villeneuve

## BURGUNDY WINES

Burgundy reds capture the very essence of France – pleasurable, earthy, sometimes disappointing and superb at their best. In a good year, no other region works such magic with Pinot Noir grapes. The Irancy vineyards are 20mins south-east from Auxerre and shouldn't be missed. Irancy reds are rich in tannin, full of fruit, velvety and excellent value. Chablis is also nearby and Premier Crus are usually the best choice. I especially like the Montmains and Montée de Tonnerre vineyards.

a plaintive VHF appeal to the lock-keeper. I'd hoped to avoid this sharp-edged bumper boat who'd caused consternation in previous locks by not using warps and drifting about in the swirling inrush. Beckoning this hazard alongside, we made *Poppie* fast and thereafter proceeded in amiable convoy until stopping for lunch at the pleasant town of Villeneuve-sur-Yonne.

Too late for the riverside restaurant La Lucarne aux Chouettes, we rustled up a light three-course snack before wandering ashore. Villeneuve is a carefully preserved walled city with two spectacular entrance gates which house the town museum. In Rue Carnot we saw a nostalgic piece of waterways history – the old bargees

harbourmaster's office with its elaborate balconies. Leaving Villeneuve we passed La Tour de Bonneville, a striking three-storey round tower with a conical roof – one of the original seven from the town walls.

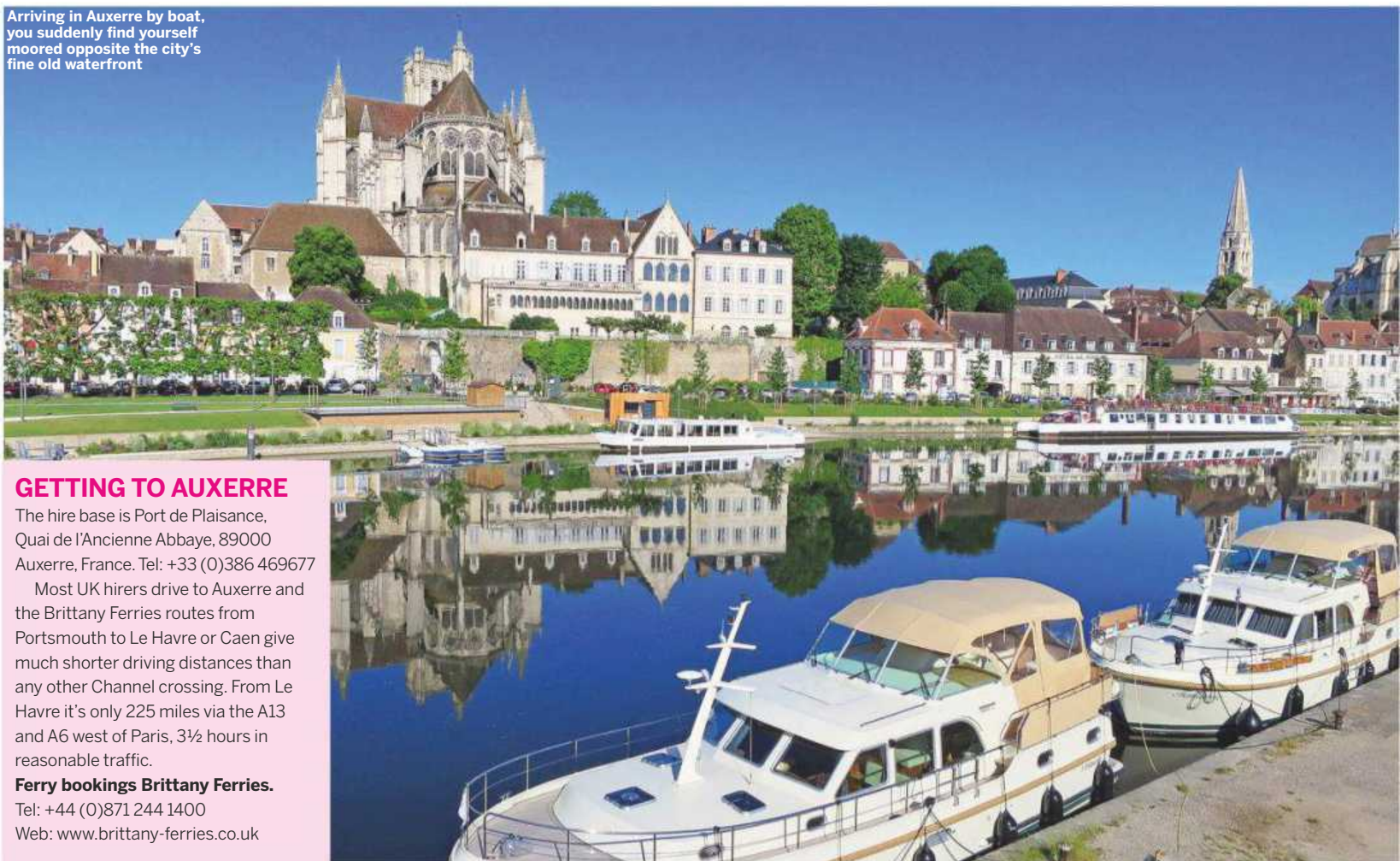
## LOW BRIDGE AT JOIGNY

At Joigny the Yonne has an expansive grandeur and a very low bridge. Perhaps we'd need to lower our mast for the first time? The river was sinking nicely after its winter floods, but hadn't reached the low summer levels which give more generous headroom. Judging the clearance of a bridge is tricky until you get close and at the helm

The visitor quay at Sens



Arriving in Auxerre by boat, you suddenly find yourself moored opposite the city's fine old waterfront



## GETTING TO AUXERRE

The hire base is Port de Plaisance, Quai de l'Ancienne Abbaye, 89000 Auxerre, France. Tel: +33 (0)386 469677

Most UK hirers drive to Auxerre and the Brittany Ferries routes from Portsmouth to Le Havre or Caen give much shorter driving distances than any other Channel crossing. From Le Havre it's only 225 miles via the A13 and A6 west of Paris, 3½ hours in reasonable traffic.

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I was being briefed by Jane the optimist, always sure there was plenty of room, and James the pessimist, convinced we couldn't possibly get through and disaster lay ahead.

As the man responsible for the safe delivery of our expensive vessel, I always heeded James's cautious exhortations to sidle under low bridges at a crawl. However, Jane was always right and we had safe clearance under all Yonne bridges at the middle of the arches.

Joigny looked attractive, but the only mooring spot was full and we ended up alongside a houseboat for the night, unable to get ashore. Sadly we'd passed a notable restaurant before the town, because I thought its jetty looked a bit rough. La Côte Saint Jacques (with two Michelin stars) would have been memorable, though we saved a hefty sum by cooking lamb cutlets and new potatoes on board. Joigny is known for vin gris, a rosé coloured wine made mostly from Pinot Noir and Pinot Gris. It probably goes well with cutlets.

## SNAILS OF BASSOU

At Migennes we passed the rather drab entrance to the beautiful Canal de Bourgogne, whose 189 locks I had once wrestled with on this scenic but energetic route to the Mediterranean. Also at Migennes is Evans Marine, a waterways boatyard with a 35-tonne crane.

Not far beyond Migennes we moored next to a bridge near Bassou, a sleepy, unassuming village which nevertheless is important hereabouts. Bassou is home to La Maison Billot, a venerable supplier of high quality *escargots*, edible snails which are a great delicacy in this part of Burgundy. James was dispatched to bring back succulent *Escargots à la Bourguignonne* for our evening starter.

We pulled in for the night at Gurgy, whose pretty though quite shallow mooring bank is shaded by catalpa trees. Gurgy is a tranquil spot and we relaxed on our bridge-deck sipping cold Saumur Rosé, a refreshing pink fizz Tony and Nicola had given us. The snails were luscious with garlic and herby butter, and perfect with a Bourgogne Côtes d'Auxerre rich in seductive, very French Pinot Noir.

Across the quay at Gurgy is a small lake with ducks and coots paddling about. Over drinks we'd heard a strange loud grunting call

that I supposed came from some exotic fowl, but it turned out to be a veritable symphony of frogs. While we never actually spotted a single frog, they were there in force, adding their strange music to this magical waterfront.

## INTO AUXERRE

From Gurgy to Auxerre is only 10 kilometres but with five locks. This stretch turned out to be our slowest because two locks were handled by the same keeper, who whizzed between them in his van, juggling with sluices and gates. Some of these locks had evil cross-currents swirling across their entrances, so we had to steer in boldly, counteracting side-swing the while. You need to watch out for this at all river locks, though many are fairly placid and become more so in summer when water levels fall.

Entering a city by boat is an amazing experience, as you creep past watery back doubles nobody ever sees. Arriving at Auxerre by car is a long suburban trail, but gliding in by river you quickly find yourself gazing at one of France's finest waterfronts. Capital of the Yonne département, Auxerre goes back a long way. Our berth had fabulous views of a 13th century cathedral and its opulent bishop's residence. Gracious houses line the quay and an ornate abbey adds another strand of history. No crass modern building mars this civilised facade.

For our last evening we dined in impeccable French style at Le Petit Monde d'Edith, up behind the cathedral in Rue Fourier. For our last morning James discovered the finest croissants I've tasted for years, rich with butter in the light *feuilletée* pastry. We were sad to leave our elegant Linssen, but fond memories of the Seine and the Yonne will last for many winters. 

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# MAREX 375

Fantastically versatile and clever, this mid-sized coupé covers all eventualities with its engine options

Text: **Dave Marsh** Photos: **Lester McCarthy**

**W**hat is Marex up to? This Scandinavian boatbuilder is famous for designing sporty aft cabin cruisers such as its 320 and 370 that provide a miraculous fully functioning stern cabin in boats as short as 10 and 12 metres. So what is it doing producing a 39ft (12m) sporty hardtop cruiser that has abandoned its signature aft cabin in favour of an aft cockpit? Isn't that going to put Marex head to head with mainstream hardtop sports cruisers from the likes of Princess and Jeanneau, builders who have economies of scale that Marex can only dream of.

Well, after two days testing the 375 under Oslo's sunny skies, it became clear that Marex has nothing to fear from these two builders and their ilk. Nowadays, Marex's boats are surprisingly keenly priced; in theory a no-extras 375 can be had for as little as £282,000. And although I would never describe Princess and Jeanneau boats as impractical, on the Marex function positively lords it over form; it's as if the designers are striving to win the award for the boat with the most practical cruising features ever. Even putting aside its less-sporty looks and fully enclosed deck saloon, the 375 doesn't really inhabit the same world as a V39 or a Leader 40.

Nowhere is Marex's sturdy practicality more evident than outside. The deck is all hefty teak tables and handrails, substantial deck fittings and deep toerails, plus a sense of solidity that is worthy of a boat half as big again. I did pull-ups using the handrails at the back of the unsupported hardtop structure and could not detect any flexing whatsoever (although I did detect considerable personal feebleness).

The pictures you see here tell most of the story, but there are two features worthy of a special award. Canopies form such a significant part of the boating experience in temperate climates, and the 375's curtain canopies are pure genius. How does under two minutes from fully stowed to fully buttoned down sound? How does no fiddly rope guides to contend with, no annoying folding or rolling, and zero stowage issues sound? How about being able to easily stow or deploy the canopies from inside or outside the cockpit, or even when you are under way and the weather suddenly turns nasty? Our video shows their workings far more clearly than words, but in short they are released from their vertical stowage compartments, pulled out rapidly along overhead stainless steel tracks like curtains in a bay window, and then swiftly clipped onto the hooks around the cockpit's perimeter. That's it. Suffice to say that they're superior to any cockpit canopies I've ever tried.

Dedicated metal fender baskets are nothing new, but Marex has gone one step further and incorporated four fender lockers into the side decks (see Closer Look). This frees up space, and leaves half the fenders tied on permanently so they can all be launched at a moment's notice, ideal for short handed crews and tricky situations. Deck stowage is impressive too. Even without help from the anchor locker, there's space for another four fenders in the flush locker on the bathing platform, which leaves the big raised locker alongside free for other cruising paraphernalia and seat duties. In the cockpit, owners can choose between seats which sit on stainless pillars or a glassfibre moulding that provides yet more storage. Plus, the engineroom is easily spacious enough to house some big plastic storage containers.

## Marex offer a remarkable range of engines; shaftdrive and sterndrive, single and twin

### INSIDE STORY

Now, I'm not the tallest of blokes, but I still appreciate good headroom and generously sized beds. One of these – the mid cabin double – is so vast that I could sleep across the width of the bed! The smallest critical dimension I measured was the 6ft 3in (1.91m) headroom in the heads, but that was modest compared with most other key dimensions such as the 6ft 10in (2.08m) long forward berth. With the one exception of the limited room to manoeuvre around the foot of the forward berth, this is a boat that breathes very easily.


On boats this size, it's invariably the forward cabin that reigns supreme. On the 375, the mid cabin takes the honours. Strictly speaking, its floor area is no larger than its companion, but in practice it feels far more spacious thanks to a more workable layout and the two large ship side windows that visually open up the space no end. It also boasts an improbable amount of stowage comprising four lockers, one wardrobe, five drawers and four usefully fiddled shelves.

The dark satin walnut joinery you see here gracing our test boat is right on trend. That said, I'd implore you to examine the alternative teak finish before deciding. Even allowing for the fact that the final finishing touches on our prototype 375 had obviously been rushed, so convinced was I that the joinery wasn't up to the same standard as the joinery on board the teak finished, aft cabin 370 I'd tested, that I checked all my photographs and notes from our January 2010 test. In fact, it is all-but identical, even down to minutiae such as the detailing of the ventilation slots and the lifting locker lids under the forward berth. So it seems that subjectively at least, the lighter and more lustrous teak finish that Marex offer is maybe more in keeping with the moulded countertops and exposed glassfibre parts that you wouldn't find on a walnut-clad Princess. Teak is also the most durable timber of them all, so if longevity is a concern, you cannot do better.

### POWER TO THE PEOPLE

Propelled by the most powerful engine option of twin D4-300hp sterndrives, we clocked a two way average top speed of 36.7 knots. It's worth noting that the Volvo diesels on our prototype boat were brand new – fewer than 3 hours on the clock – and that they were under-revving to the tune of 50rpm. So I think it's realistic to expect a similar top speed with looser engines and more finely-pitched freer-revving props, even when 375 owners take advantage of its very considerable storage.

Marex offers a remarkable range of engine options, nine in all, including shaftdrive and sterndrive, single and twin, with power ranging

 Generous reversible seat between the navigator's spot and the dinette can accommodate two with space to spare



from 400hp to 600hp. There's even a twin 270hp V8 petrol version, presumably for Americans. At first glance, the choice seems straightforward; sterndrive for fuel efficiency and sporty handling, shaftdrive for resolute handling and easier and cheaper servicing, small for less speed and noise, big for more of both, and finally a single if you're a sensible Scandinavian and twins if you're any other flavour.

In the case of the 375, it's not that simple. Although our sterndrive boat did indeed dish up the sporty ride we'd been expecting, the shaftdrive version of this boat is also extremely responsive and provides all the agility you could ever wish for, even with the weight of the 370's aft cabin to lug around. Moreover, Marex's shaft drive boat is inordinately efficient. For example, at its absolutely most fuel efficient 26 knot cruising speed, our sterndrive 375 managed 1.85mpg – at the same speed, the 31 knot single 435hp shaft drive 370 we tested achieved just under 2mpg. Finally, Volvo's D3 diddy diesels present a further dilemma. These lovely engines are particularly light and compact, and exceptionally smooth and quiet; certainly far smoother and quieter than the 4-cylinder D4s which are the most raucous of the bunch. Plus, thanks to their lower torque and 220hp power output, the D3s are connected to far smaller sterndrive legs, the slender and slippery DPS rather than the bulkier DPH legs that the D4 and D6 need. So the twin D3-220hp sterndrives may be down on power but they fight back with lower drag and reduced weight, plus less noise and vibration, and even better service access than the already reasonable twin D4 installation.

So what to go for? If you want out and out speed, nothing will catch the 36.7-knot twin D4-300hp sterndrive boat. However, if you take advantage of the efficiency gains of singles over twins, or the myriad pluses of D3 installation, and instead fit either the single D6-400hp sterndrive or the twin D3-220hp sterndrive, as long as the Duoprops that Marex select rev freely to full RPM, I'd be surprised if you lost more than 4 knots off the top speed.



SEE THE VIDEO



[mby.com/375](http://mby.com/375)



Engine hatches can be lifted with the table and seats in place



The mid cabin has plenty of storage and three opening ports for good cross ventilation



Manual sunroof should mean better reliability, but it is heavy to operate. Dinette stools tuck under the table when not in use



Galley is undeniably compact, but Marex has made good use of the space



Space around the foot of the forecabin berth is tight



Lighter teak is an option in place of this dark walnut



## A CLOSER LOOK WITH DAVID MARSH

### GENIUS CANOPIES

The two canopies stow inside vertical compartments in the superstructure, and can be fully rigged in around two minutes, even when you're under way. Genius.



### FENDER LOCKERS

Four of the principal fenders can be left tied on to the cleats then launched within seconds – brilliant for short handed crews and single handed boating.



### SOLAR PANELS

Such are the recent advances in solar technology that Marex found that three panels can power the fridge and freezer without any help from batteries.



### THE ENGINEROOM

Our engineroom sported the biggest option of twin D4-300hp, so just imagine how much room the 375 will provide with the single D6 sterndrive or shaftdrive, or the small 220hp diesels.



## THE RIVALS

### GRANDEZZA 39CA

Price from £387,000

Slightly larger Scandinavian design with a similar focus on outstanding practicality plus oodles of useful storage.



### NIMBUS 365 COUPE

Price from £300,000

Galley-up design is closer to the Marex than the galley-down Grandezza. Side door is a huge bonus.

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Seating wraps around three sides of the cockpit, including an infill over the transom gate, providing plenty of space for eight or more to sit



An abundance of chunky handrails makes it very easy to move around the 375, even on deck and under way

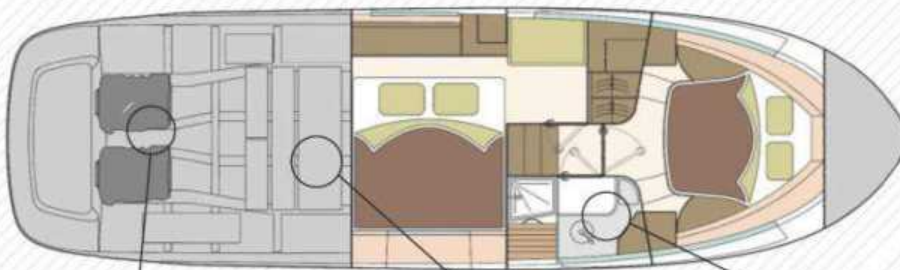
Impressive deck storage thanks to the big deck locker and the flush fender locker on the bathing platform



## THE DATA

LENGTH OVERALL 39ft 4in (11.99m)

BEAM  
11ft 8in  
(3.55m)



Marex offers nine different mix-n-match engine options: single & twin; shaftdrive or sterndrive; 400hp to 600hp

The fuel tanks are located in the perfect place, near the centre of gravity, so fuel load won't adversely affect trim

Our 370 had its toilet in the shower cubicle, but owners can instead site it where the hand basin is shown

### FUEL CAPACITY

165 imp gal (750 litres)

### WATER CAPACITY

75 imp gal (340 litres)

### DRAUGHT

3ft 2in (0.97m)

### RCD CATEGORY

B (for 12 people)

### DESIGNERS

Marex

### DISPLACEMENT

7.7 tonnes (empty)

8.7 tonnes (full fuel & water)

All of the 370's dimensions are generous, but especially the mid cabin berth; 6ft 7in x 5ft 10in (2.01m x 1.78m)



## *Its underlying appeal is it's a superb jack of all trades that has few obvious rivals*

That would still leave your 375 with a potential 30 knot fast cruising speed and all the other aforementioned advantages. As for the three shaftdrive options, the big 435hp single makes so much sense, with the intrinsic advantages of shaft-only magnified in single form. The 370 comes with a bow thruster and an optional stern thruster, and it is an incredibly easy boat to handle and manoeuvre at close quarters, even single handed, so the single doesn't present any handling challenges whatsoever.

### VERDICT

Although the 375 has replaced the aft cabin of its closely related sibling (the 370) with an aft cockpit, its underlying appeal is very similar

– it is a superb jack of all trades that has few obvious rivals. With its intrinsically high levels of on-deck safety and security, it is a family friendly cruiser that could easily be used in single shaftdrive form to potter along the inland waterways. Yet 375 owners can also happily head offshore, either in shaftdrive guise or in potentially 37 knot sterndrive form, safe in the knowledge that its sturdy construction, fully enclosed upper deck and excellent driving environment makes it suitable for intrepid voyages too. Marex really ought to call this boat 'the 375 versatile'. **MBY**

**Contact** Wessex Marine.

Tel: +44 (0)1202 700702

Web: [www.marex.no](http://www.marex.no)

### THE HELM VIEW

Dash: grey finish means no reflections, and simple flat shape means big chartplotters can be specified

The mullions comprise slender stainless plates, not chunky glassfibre columns, so the view out is excellent

Thoughtful design means owners only pay for their boat in a marina, not for their overhanging pulpit too

One size fits all: the wheel is adjustable, the seat slides fore and aft, and there's a hinging bolster too

A deep fiddle along the front of the dash would provide an extra space for securing odds and ends

Even with the aft doors and the sunroof fully open, the opening side windows usefully improve the ventilation

### PERFORMANCE

**TEST ENGINES** Twin Volvo D4-300 DPR sterndrive.  
300hp @ 3,500rpm. 4-cylinder 3.7 litre diesels

#### MBY FIGURES

	2,100	2,300	2,500	2,700	2,900	3,100	3,300	3,450
RPM	2,100	2,300	2,500	2,700	2,900	3,100	3,300	3,450
Speed	16.0	19.6	22.9	26.1	29.4	32.5	34.9	36.7
LPH	48	56	62	64	77	90	103	114
GPH	10.6	12.3	13.6	14.1	16.9	19.8	22.7	25.1
MPG	1.52	1.59	1.68	1.85	1.74	1.64	1.54	1.46
Range	200	210	222	245	229	217	203	193

#### SOUND LEVELS dB(A)

	74	74	74	74	74	75	75	76
Helm	74	74	74	74	74	75	75	76
Cockpit	80	83	81	77	80	82	82	82
Saloon	74	74	74	74	74	74	75	76

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from onboard fuel gauges, your figures may vary considerably. All prices include UK VAT. 75% fuel, 25% water, 3 crew, no stores or tender or liferaft, 23°C air temp, F2 + very light chop for speed trials

### THE COSTS & OPTIONS

**Price from** £282,000 (single 435hp shaftdrive)

**Price as tested** £312,500 (twin 300hp sterndrive)

6hp bow thruster	standard
6hp stern thruster	£3,960
Teak-laid saloon floor	standard
Full teak-laid decks	£7,204
Aft cockpit canopies	standard
3.5kW generator	£12,099
1,800W inverter	£1,271
Integral fender storage	standard
Volvo Joystick control	£16,375
Heater + windscreen demisters	standard
= Options on test boat	

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# STAR ATTRACTIONS

Shipwrecks and shooting stars provide pleasant distractions from anchor angst in the Ionian

Words and pictures: Fiona Walker



## THE AUTHORS

Frank and Fiona Walker spend their summers cruising the Med in their Azimut 62, *Zaffina*. This year, they're exploring the Ionian Islands

**O**f all the bays in the Ionian Islands, it's Wreck Bay on Zakynthos that must have been photographed more than all the others put together. And that's our first stop when Frank's son and two grandchildren arrive for a week's holiday with us. The trip down from Kefalonia is a sheer pleasure; the sea is that uniquely Greek shade of blue and the mid-summer sun is blazing down from a cloud-free sky. It doesn't get much better than this!

When we reach Zakynthos, we drop our speed to a leisurely 8 or so knots and meander close in along the coast. Caves and unusual rock formations make this a fascinating coast to explore, but we are all eager to see the poster-bay for the island and we join the convoy of tour boats heading for the beach made famous by a shipwreck.

The MV *Panagiotis* was, by all accounts, a smuggling ship, but even if it wasn't, the suggestion adds to the romance of the legend. It ran aground here back in 1980 after being chased by the Greek Navy for allegedly carrying contraband alcohol and cigarettes, and since being grounded and abandoned, it has become the number one tourist attraction for the island.

The water here is a vivid shade of turquoise, so bright today that it is hard to look on it with the naked eye, and against this vibrant colour the beach is a brilliant, dazzling white. The only difference between the pictures of Wreck Bay and the reality is that the depictions always show an empty stretch of sand, whereas now, with

the tourist season at its height, the beach is crowded and small pleasure craft vie for space along the water's edge.

We drop anchor a little way out and spend some time just looking across at the vista, marvelling at the soaring height of the sheer cliffs encircling the bay and the dark bulk of the ship that has made it so famous. Having come this far, we have to go ashore and see the wreck up close, and are surprised to discover that not only can you approach the rusting hulk, you can, if you wish, climb all over it without restriction. There are gaping holes in the infrastructure and rough edges ready to snag the unwary, graffiti decorates the hull, and health and safety Greek-style is conspicuous mainly by its absence.

Although Zakynthos is pretty, we don't feel the island has as much to offer in the way of attractive anchorages as the more northerly of the Ionians, so after a couple of days we are ready to move on. Returning north, we round the north-east side of Ithaca and aim for Atokos Island. It's privately owned although visitors are allowed ashore. From the west side, it looks to be uninhabited, but our destination is One House Bay on the east coast, a popular anchorage for yachts on a calm day. When we arrive, to our surprise the One House that the bay is named after is open and people are wandering in and out. A superyacht, with a multitude of tenders, dinghies and wetbikes surrounding it like satellites off a mothership dominates the bay, its ropes stretching to rocks where the name of the boat is clearly marked in red paint, and we realise that the owners of the island are in residence. We watch with interest as the crew set up a BBQ on the beach, erecting chairs and tables and stringing fairy lights before they light the fire and guests assemble. But the evening is a surprisingly muted affair and we don't mind not being invited!



Exploring the small caves of Cliff Bay



Crowds swarm over the wrecked MV Panagiotis

We want to show the children the beautiful rock formations and small caves that are a feature of Cliff Bay on the south coast, so after breakfast we put the dinghy in the water and head off. The area is reminiscent of a pre-historic age, when the boiling crust of the earth was still taking shape and molten rock flowed in undulating patterns before it hardened into corrugated layers. Despite their height and solidity, the cliffs still look as if they may slide down into the sea, like a fragile sandcastle kissed by the rising tide. After taking the dinghy deep into one of the caves, we put ashore on a pristine white beach and spend the rest of the morning snorkelling and swimming, and taking turns with the Bladefish to explore this fascinating area.

The superyacht and its attendant craft have departed by the time we get back to One House – or as Frank has renamed it, One Horse – Bay, but inspired by their dinner, we opt for a BBQ on board and eat under the stars. There is no light pollution here, and after our meal all five of us meander on to *Zaffina's* bow where we lie on the cushions and gaze up at the sky. "I've never seen a shooting star," Chantelle tells us, but within two minutes, one zips across the sky. "Was that it? I thought it would be bigger than that," she says. There's just no pleasing some people!

## ANCHORING ENTERTAINMENT

As we start to make our way north towards Paxos, we spend a largely peaceful few days in Meganisi. One of the main differences between cruising in Greece and other parts of the Med is the method of tying up in port. In most marinas here, you drop the anchor and then ease back on to the quayside and just tie your ropes on from the stern. There is seldom a lazy line on offer, although some of the larger

marinas do have this facility; you rarely know until you are there whether or not a line will be available. With so many anchors littering the sea bed, there are inevitably a number of tangles and it's not unusual to see a crowd of tourists on the quayside in the morning, watching with interest as boats find themselves embarrassingly entwined as they strive to disentangle their chains from one another. As surely as night follows day, such activity requires a lot of shouting and a certain amount of gesticulation, while other boat owners stand on their bows to watch and call advice, confident in their instruction when their own vessel isn't involved in the altercation. Sometimes tempers become frayed, sometimes the whole scenario is acted out in a remarkably calm and professional manner; always it is entertaining (as long as you're not involved). We learn from experience that when it comes to boating, either you are being entertained or you are providing the entertainment, and being in the former group is far preferable to the latter!

Our first practice at removing an anchor comes one calm and peaceful morning as we're leaving an anchorage in Meganisi. I am on the bow indicating the direction of the anchor chain to Frank who is reeling it in from the bridge, when I realise that there is an impediment. When eventually the anchor comes into sight, it is accompanied by another one dangling from the hook, but as we pull them in a little further, we realise that the second anchor has only a short, frayed piece of rope attached to it and was obviously abandoned on the sea bed at some earlier time. Even so, removing the obstacle is quite an awkward procedure and we are relieved when a yachtsman who has seen our predicament rows across to give us a hand from water level. He is able to hook the rogue anchor off ours and we wave our thanks as we wend our way out to sea, relieved that this long awaited situation was resolved without too much difficulty. We know it is only a matter of time before it happens again, and we hope that this little bit of practice will stand us in good stead.

## SMALL DELIGHTS

It doesn't really. Some weeks later, we have settled comfortably into beautiful Port Gaios in Paxos, a thumbnail bay with a small island slap bang in the middle, creating a natural marina in the shape of a crescent moon and offering shelter from just about every direction. This is Greece, so naturally there is a small church on the small island. The haphazard buildings along the waterfront are colourful and charming, in the traditional ancient style of the islands and with a strong Italian



Going out on a limb above the Ionian blue





**Zaffina seeks some respite from the crowds in Zakynthos**

could be damage to the grip. The skipper is further enraged when he notices me filming the incident. I have no idea what choice words are directed our way as my understanding of Greek doesn't run to profanities but I can make a shrewd guess, so I smile sweetly and wave at him across the water. Thankfully our chain remains intact despite Frank's worries and the pressure exerted on it, and now the crew do what should have been done in the first place. They finally get a rope looped beneath our anchor chain, which enables them to lift their anchor off, and we are released from our unholy alliance as they sail off towards Corfu, still shouting insults across the water.

influence; clearly the earthquake of 1953 had a less devastating effect here than in other Ionian towns.

Greek mythology relates that it was Poseidon who originally created the island of Paxos as a godly love nest. Using his superpowers, the resourceful deity hacked a hunk of rock off the end of nearby Corfu Island and used it to fashion this secret hideaway to share with his beloved wife, Amphitrite. It would be hard to find a more romantic venue for amorous trysts, but one can only assume that the lovers were not bothered by tripper trireme invading from other islands on a daily basis.

As well as being a draw for yachts and motor boats, a number of well-laden tourist boats arrive every day from Corfu to the north and Lefkas to the south. But despite the daily invasion, it is difficult to resist the charms of Paxos and we are soon under its spell. Lakka on the north-east tip is a fabulous anchorage, an almost perfectly circular bay with a tiny village and pretty waterfront. Sadly the bay is open to the prevailing winds and an overnight stop is likely to result in a bumpy night in anything but the calmest weather. To the south there is Mongonissi, equally pretty but far more sheltered and a popular destination for flotillas as the mooring is good and there are a couple of welcoming beach cafes and a sandy beach within easy walking distance.

## LET BATTLE COMMENCE

By late afternoon in Port Gaïos, the tripper boats are preparing to leave. The first couple of boats leave without incident but when the one nearest to us pulls out from its mooring, there is clearly a

problem. We know that their anchor has caught around another one; now it is only a case of waiting to find out which of the boats berthed on the quayside has been snared. A jerk on *Zaffina's* bow and vibrations along our anchor chain answer the question: ours.

As their anchor comes up out of the water with our chain attached, the crew on the tripper boat try to reach it with a boat hook. They shout across to us, but there is little we can do to help. Their skipper is obviously furious, but as we came in yesterday and his line was laid across ours earlier today, it is difficult to know how he is blaming us for his predicament. He yells with fury and waves his fist and then, to our dismay and amazement, he suddenly pushes the throttles full astern in an attempt to rip the impediment free. Our chain is jerked so hard that it is pulled out of the feeder and Frank fears that there

We start to relax but there's more to come. We realise that, thanks to this manoeuvring, our anchor is no longer secure on the sea bed and we have to move off our berth to reset it, but our anchor chain has been so stretched and pulled out of position that it continually jams in the winch and it is a long and laborious task to untwist all the links so that they can once more pass smoothly through the mechanism. Now, through no fault of our own, it is our turn to be the entertainment and an audience watches from the shore as I kneel on the bow unknitting the anchor chain while Frank manoeuvres *Zaffina* in the shallow water; by the time we are finally back in place and once more secure, we are both ready for a large and sustaining glass of Pineau.

And now this season too is drawing to a close. The Ionian Islands have been the most perfect cruising ground that we have so far experienced in our five-year exploration of the Med, but my dream

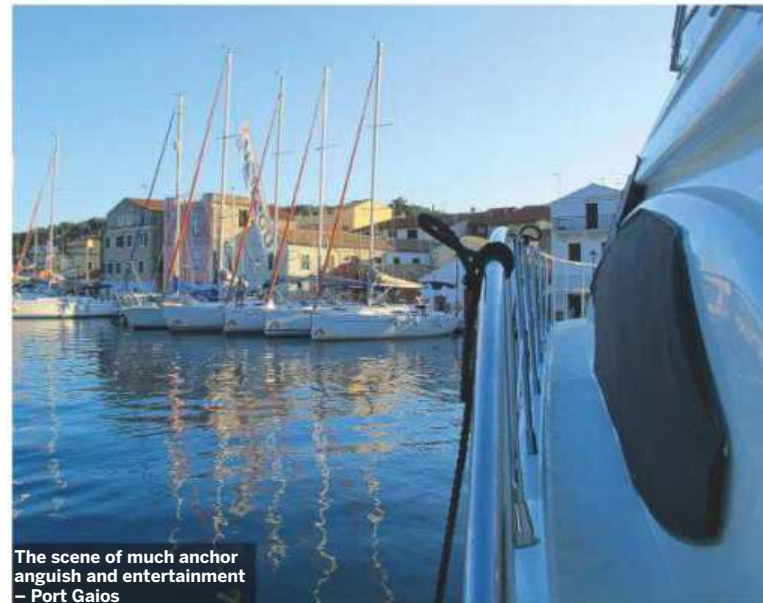
has always been to reach the central Aegean and the Cyclades. The following morning, as we leave Paxos prior to the arrival of the tripper boats and head back towards our winter berth in Corfu, Frank and I look to the east and tingle with anticipation at the thought of next year's adventure, starting with the Gulf of Patras and a one-way passage through the Corinth Canal. **MBY**

*Now, through no fault of our own, it is our turn to be the entertainment and an audience appears ashore*

**A sheltered anchorage in Mongonissi**



**Cocktail hour in Paxos**



**The scene of much anchor anguish and entertainment – Port Gaïos**

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# MORE THAN MEETS THE EYE

Anything, and we mean anything, goes on board Sunseeker's new 101 Sport Yacht – the only constant is the sleek exterior

Text: **Alan Harper** Photos: **Andy Cahill**



One glance at this sleek new sports machine and you know exactly what you're getting. Or do you? A fast, hot-handling superyacht, with edgy styling inside and out? Well, yes, if you want. But if you would prefer a more relaxed, sophisticated gentleman's express it could be that too – or a roomy family cruiser with comfortable accommodation, wide-open deck spaces and plenty of toys and tenders. There's no getting away from the fact that the 101 Sport Yacht looks like a Sunseeker should look – like it's doing 50 knots still tied to the quay – but looks are only the start.

Because once over 100ft overall, Sunseeker customers can take advantage of the shipyard's Bespoke design office to completely customise their yachts. So although in most respects a production yacht, the 101's interior can be modified to express the exact wishes of the owner – and thanks to a choice of engine installations you can opt to make it either a mild-mannered cruising yacht or a full-blooded performance machine.

No-one has yet taken the plunge with the triple-engined version, but we caught up with *Sandy* on a bright summer's day in Cannes, the second 101 Sport Yacht off the line, and were also given a private view (see p70) of the first 101's spectacular interior. In terms of taste, character and sensibility the two yachts could hardly be more different.

## CREATIVE FLAIR

Stepping out of the midday glare it took a while to adjust to the cool and welcoming shade of *Sandy's* interior. Her decor is calmly stated and undemonstrative, though not without character. Dark and smooth walnut veneers on the cabinets and bulkheads provide both textural and tonal contrasts to the deep grain of the stained oak floors, which have an almost rustic appeal – far from the smoothly bland modernism which the 101's sharp exterior styling might lead the unwary to assume. The sideboard along the starboard side is capped by a long and heavy-looking slab of veined marble. Light cream upholstery helps to delineate the living spaces from these dense, shaded tones, and although pleasantly gloomy when you first venture in, in fact her main deck is generously sunlit thanks not only to large saloon windows but also to fixed glass panels over the helm station, which can be shaded with blinds. Three of the four sections of the cockpit bulkhead also slide across, opening the whole area up to enjoy the view and the breeze, with the cockpit shaded by an expansive unfurling bimini.

The lower deck is dominated by the full-beam master suite amidships, with its big windows (though not perhaps quite as big as those bold hull glazing would have you believe), a huge shower compartment, a substantial walk-in wardrobe and a king-size bed. Headroom in all the cabins is at least 6ft 6in (1.98m). The VIP cannot compete with the master for space, but in all other respects it's a luxurious and comfortable cabin, which can also offer a walk-in wardrobe, a dressing table and a roomy head compartment. The third cabin on *Sandy* is a twin-berth on the starboard side with



*Although pleasantly gloomy when you first venture in, in fact Sandy's main deck is generously sunlit*



## Cooking up a storm

The galley is below decks, adjacent to the crew cabin and easily accessible from the saloon by spiral staircase. *Sandy's* is specced to near commercial standards



Space for eight at the interior dining table





Doors to the cockpit slide back to a quarter of their width, creating a vast indoor/outdoor living space

Light floods in not only through the side windows but also from above the helm



ensuite access to the spacious head at the foot of the companionway. Its hanging locker and other stowage areas are probably only adequate for short trips, but if there are any issues the 101 is generously endowed down below with under-sole stowage areas, their hatches marked by old-school stainless steel frames to protect the carpet edging.

As well as his considered choice of interior decor and finish, this second 101 Sport Yacht's owner also opted for an office in place of a fourth cabin – and a fourth cabin in place of the fourth cabin's head compartment. The result is an excellent open-plan office on the port side, with plenty of light and space and a good-sized desk, while just aft, where the fourth cabin's ensuite would have been, there is a small twin-bunk cabin suitable either for children or a pair of diminutive adults, as the thwartships berths are only 5ft 6in (1.65m) long. It's actually not a bad use of the leftover space. The office doesn't need it, and a fourth head on a yacht this size is hardly a necessity. If you don't have the requisite youngsters to hand, just scan the club bar for some new short friends.

Sunseeker's willingness to customise didn't stop there, and neither did the owner's imagination. Not content with his bespoke interior and non-standard office area, he also plundered the options list, adding more than three-quarters of a million pounds to the bottom line. Sloop zero-speed fin stabilisers were the most expensive single item, followed by a state-of the art £73,000 SES audio system, tropical air-conditioning – the yacht's home base is Ibiza – a dumb waiter, and high-capacity commercial fridge and freezer capacity. Building the vessel to MCA regulations for charter added £69,000.

Less obvious options include a military-spec searchlight by Francis and a joystick-controlled FLIR thermal imaging camera, which is reportedly able to detect a two-metre dinghy at a range of five miles. With its 64-mile Simrad radar, this is a yacht which looks capable of running safely, at speed, both day and night.

## SPEED AND STRENGTH

The 101's captain, Olivier Legrand, knew what he was getting into when he was asked to deliver the yacht from the Poole shipyard to St Raphael in the South of France, having previously captained a Sunseeker 84. "It was easy to get used to," he told *MBY*. "It feels the same to drive as the 84. The quality of cruising is amazing." The three-week voyage gave the Frenchman ample opportunity to familiarise himself with his new charge, including a challenging passage across a choppy Golfe de Lion in Force 6 to 7 conditions. "We didn't even have to throttle back," he said approvingly. "It was very smooth." Legrand generally adopts between 25 and 26 knots as a fast cruise, which in his experience gives the yacht a safe range of about 600 nautical miles. The maximum speed Legrand has recorded on trials is an impressive 32.4 knots – comfortably in excess of the figure Sunseeker claims for the twin-engined 101 Sport Yacht.

Sandy's engine room, with its twin V16 MTUs competing for breathing space with generators, hydraulic pumps, air-conditioning units, electrical control panels and a simply enormous engine exhaust system is, to put it mildly, a little cramped. The reason is not hard to track down: other priorities have prevailed. The 101's garage



### *A day in the office*

Sandy's owner has specified an office instead of the fourth cabin, and a fourth cabin in place of the fourth heads

## ALTERNATIVE OPTIONS

### **BLACK LEGEND, SS 101 NO. 1**

Sunseeker is well used to customising its yachts of over 100ft, whose owners can take advantage of the yard's Bespoke service, but *Black Legend*, as the first 101 Sport Yacht is known, has to be one of the most extraordinary projects the shipyard has taken on so far.

This is not a yacht in which you nod politely while the interior designer outlines his vision and illustrates his themes – it's a statement yacht and a bold one at that. It's hard to say whether the death's head motif is inspired by tales of Peter Pan and Captain Hook or Damien Hirst's diamond encrusted skull but the result is certainly dramatic.

"The ideas and inspiration came directly from the owner and his personal taste," the yacht's captain explains. "His favourite colours constitute the general colour scheme of the boat." Sunseeker's design department worked closely with the owner and his captain to





Mirrors and glazing create the illusion of even more space in the master cabin – perhaps unnecessarily, for this cabin wants for nothing

One of the three spacious heads



The VIP in the bows is complete with walk-in wardrobe, dressing table and a roomy heads



create a scheme that is uncompromisingly black and red, culminating in an interior which has the surreal qualities of a dream made real by David Lynch, or perhaps a particularly edgy nightclub. "As it was done in-house, the main cost was in time, plane flights and Dom Perignon for innumerable design meetings!" the captain recalls.

As befits a memento mori, the skull motif is everywhere. You can't escape it. Whatever his yacht's unusual Gothic design might suggest, *Black Legend's* owner, who previously had a Predator 84 with the same name but a less dramatic Armani Casa interior, is a man of conventional yachting habits who enjoys cruising

the French Riviera and the Balearic Islands with his family, spending two to three months aboard during the summer. According to his captain he chose the 101 because of its big stern garage and Sunseeker's willingness to customise. He also paid tribute to the excellent warranty team at Sunseeker France.



*Black Legend* was the first 101 off the production line

Compare and contrast the saloon with that of the second 101



Just a hint of Goth in the VIP



The master suite, complete with skull motif above the bed



The *Black Legend* theme continues in the twin cabin



The tender garage can swallow up a 14ft 9in jet-RIB, two Seabob sleds and a personal watercraft



is impressively cavernous, and in *Sandy* it is put to good use accommodating a substantial 14ft 9in Williams 445 jet-RIB, as well as a couple of Seabob sleds, while with a little bit of organisation there looked to be room for at least another small personal watercraft.

The twin engine installation will probably prove perfectly adequate for most owners, with its top speed of 30-plus knots and relaxed cruising in the mid-20s, but for even more performance, the shipyard offers an Arneson-drive version of the 101, with a third V16 MTU. It's difficult to see where they'd put it, but assuming space can be found, Sunseeker's top speed estimate for this high-powered, surface-propeller version of the 101 is an astounding 46 knots.

So you might think that you know exactly what you're getting when you look at a 101 Sport Yacht, but looks are barely the start of the story. It might be a production yacht, but every 101 is also a custom build. And in terms of on-board comfort and seagoing capabilities, the only limit is your own imagination. **MBY**

**Contact** [www.sunseeker.com](http://www.sunseeker.com)

## THE DATA

### SPECIFICATIONS

#### LENGTH OVERALL

97ft 9in (29.80m)

#### BEAM

22ft 7in (6.89m)

#### DRAUGHT

7ft 6in (2.30m)

#### DISPLACEMENT

(half load) 90 tonnes

#### FUEL CAPACITY

2,860 imp gal (13,000 litres)

#### WATER CAPACITY

440 imp gal (2,000 litres)

#### ENGINES

Twin 2,640hp

MTU 16V 2000 M94s

#### OPTIONAL ENGINES

Triple 2,640hp

MTU 16V 2000 M94s

#### TOP SPEED

30 knots\*

#### CRUISING SPEED

26 knots\*

#### CRUISING RANGE

400 miles\*

#### PRICE FROM

£7m ex VAT

#### PRICE AS TESTED

(*Sandy*) £7.8m ex VAT

\*Sunseeker figures



*The twin engine installation will prove perfectly adequate for most owners, with its top speed of 30-plus knots*

The standard engine option is twin V16 MTUs but triple MTUs are available too



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**A WEEK ON BOARD A LIFERAFT**

# “I had to eat fish eyes to survive”



*Former army paramedic Wayne Ingram stranded himself in a liferaft for a week to raise money for Great Ormond Street Hospital. Here, he shares what he learned and how he got through the ordeal*

Text: Wayne Ingram





With my kit and limited supplies



Wayne bids farewell to his family, including his sister, Karen



A regular position during the week – you can see how cramped the space is

SEE THE VIDEO



mby.com/life

**T**om Hanks has a lot to answer for. I'm a bit of a serial fundraiser, I have been since the 90s, when I was working as an army medic in Sarajevo and raised funds to bring an injured Bosnian boy back to the UK to be treated at Great Ormond Street Hospital (GOSH). So back in April 2014, while recuperating from an operation on my right ankle and feeling sorry for myself, *Castaway* with Tom Hanks came on and I had the idea to raise more money for GOSH by stranding myself on a liferaft for seven nights. The raised eyebrows from my wife Cara indicated her full support, or at least that's the way I took it.

Samantha Leonard at Ocean Safety was my first port of call, and she eventually agreed to lend me one of its new rafts. With that under my belt I approached Portland's assistant harbourmaster Mark Rowles. As we looked out of his window at the rainy harbour, his expression was a picture! My initial plan was to maroon myself as far from land as possible, but as Portland is a busy shipping port I would be confined to the marina. As I left the office Mark's parting words were, "You're mad".

By the time I met Russ Levett, Portland Marina manager at Dean & Reddyhoff, he had been warned that a madman was on his way. Russ gave his full support and identified the marina's furthest part from land – a quiet secluded buoy, 300 yards from shore.

With the location and raft sorted, I set about obtaining supplies. The rations were supplied by HotCan, who make self-contained meals that are warmed when water reacts with a chemical element inside. My initial idea was to try to simulate a real

liferaft scenario and take four days' food and 1.5 litres of water, but my wife said that anyone could do that. As my manhood was at stake, I agreed to take no water, instead taking a reverse osmosis pump and collecting rainwater, and only one day's food. If only I'd known the result of that decision.

A local branch of Currys lent me a tablet and GoPro to keep a video diary, and the kind folks at PowerTraveller provided me with two fantastic Power Monkey solar chargers – small, robust and able to keep everything topped up.

To provide an educational side to the challenge, I contacted Prof Mike Tipton from Portsmouth University, who introduced me to Dr Joseph Costello, his number two. He dived into the project with lots of ideas on how my time afloat could be monitored to provide information on how the body reacts to surviving in a liferaft. He suggested that I fatten up before entering the raft, but I insisted that this wasn't realistic – if I was cruising across the Atlantic and had to abandon my boat, I wouldn't have eaten extra.

With one week to go, I completed a full medical with Dr Peter Hill, who also took blood samples to ensure my renal system was up to the task. Dr Joe also tested my strength, bone density, weight and urine. We finished with a psychological assessment – there was no turning back now.

#### DAY 1, MONDAY

A full English breakfast with plenty of toast and warm sweet tea would have been ideal, but I had to settle for a bowl of Cheerios followed by the usual rush to get my two daughters off to school. The rest of the morning was a blur – introducing professors to

doctors, managers to sponsors and reporters to whoever they could speak to, while everyone scrutinised my equipment.

Before I knew it, I was being led like a slaughtered lamb to the raft. All morning the sky had been grey and rainy, with wind blowing in every time someone opened a door, but as I walked the Green Mile it all changed – the wind stopped, the sun shone. Was this a good sign or was Poseidon simply playing with me?

I kissed my family goodbye and climbed into the raft, my home for the next 168 hours. Waving goodbye to the onlookers, I had a parting request from Dr Joe to end the challenge if my blood sugar level fell below 3.8. I was towed out, tied to my buoy, and left alone.

I set up my rainwater traps and settled down with a plan not to eat or drink anything for 24 hours. I completed my regular tests from the university – blood sugar measurements, a psychological report, core, finger and toe thermal feeling tests and the all-important urine test.

One thing I did that some may find hard to understand was swill the urine around my mouth – the idea is that wetting your mouth takes away the psychological need for water. The urine I collected early on was clear and plentiful.

Next was the job I would come to hate – using the reverse osmosis pump to generate drinking water. I hadn't even come close to realising how hard this was going to be. It certainly is an amazing piece of equipment, but it is designed solely for emergency situations, and it took several hours to generate the 500ml I needed just to survive.

At 1900 I recorded the first of my daily video diaries and spent several hours attempting to send it to my IT



Being monitored by  
Portland Marina office



Undertaking blood  
sugar tests



Setting off the flare  
marks the ordeal's end



Home for the week,  
swinging from a  
buoy in the marina



Eating fish eyes.  
Truly disgusting

manager Duncan Smith. At 2100 I radioed the marina staff to reassure them I was okay, and so day one ended with broken sleep on a wobbly-bottomed, cold and cramped liferaft.

#### DAY 2, TUESDAY

As dawn broke I realised that sleep was going to be an issue. I'm 6ft 2in and the raft is only 4ft<sup>3</sup>, so it wouldn't take Carol Vorderman to explain that I was cramped. I brushed my teeth (without toothpaste as I didn't want to make myself thirsty) and took a seasickness tablet.

To be honest, day two was quite uneventful. Looking back now it was because I was fresh, so I drank around 300ml of water, didn't try to catch any fish, and delayed my first meal until Wednesday. I checked in with the marina in merry mood and attempted to sleep.

#### DAY 3, WEDNESDAY

I awoke to the patter of rain and eagerly waited for it to fill the traps I had strategically placed, but not a single drop was collected. To say I was downbeat was an understatement but, like a good soldier, I put it behind me and carried on.

The usual morning routine came and went, but there was a definite change in my tests. My urine was darker and smelled rank, so I noted the amount and promptly threw it overboard. Even I wasn't that desperate for a drink.

My mood improved as the sun came out and warmed the raft, and at 1800 I tucked into the first of my three meals. As I didn't have drinking water to spare I dipped the HotCan pack into the sea to activate the heating element, and was delighted when it ballooned into life and steam poured over the rim of

*The usual morning routine passed with monotony and although the heavens opened again, nothing filled my containers. My morale slumped and it never really recovered*

the plastic bag – hot pasta and meatballs on board a liferaft! It was delicious and gave my body a boost.

That evening I hung my head out of the raft and, with a headtorch on and fishing jig in hand, hoped to land some seconds. Plenty of creatures were attracted to the light, including one rather large black shape that made me wonder what else might be down there. I jigged and jagged for a couple of hours to no effect. Dejected, I gave up and tried to sleep.

#### DAY 4, THURSDAY

The usual morning routine passed with monotony and although the heavens opened again, nothing filled my containers. My morale slumped and, if I'm being frank, it never really recovered. I realised that although I was within swimming distance of shore (big black thing in the water notwithstanding), I was still in a survival situation, and it was only going to get harder.

Feeling down, I tucked into my second meal (beans and sausages) but my smile from yesterday had gone.

#### DAY 5, FRIDAY

By now I couldn't raise myself from the floor and felt utterly fed up. I had a long day ahead of me generating water, and my urine output was depleting and

changing colour all the time. Plus I knew I wouldn't have a meal – my next one wasn't until Saturday. When the rain started again I gave up on the traps and instead taped two plastic bags to the bottom of each front door. I stared in amazement

as the water collected in each bag – only a modest mouthful, but it was clear, fresh, drinkable water, and it tasted sweet and wonderful. My spirits soared – I was part survivalist.

My triumphs were doubled during my fishing session that night when I decided to move my head back slightly so I wasn't dangling over the side. Within 30 minutes I had caught the first of two pouting that I landed that night. Normally I would have thrown them back due to their pitiful size, but this was much-needed protein. I retired, with my brace of fish in a bag tightly tied to the outside of the raft. I didn't sleep well, but I started to feel that I could survive the week.

#### DAY 6, SATURDAY

Usual chores completed, I eagerly set about cutting up my fish into strips. During my evening Q&A, a daily Skype session with my IT guru that he then posted on YouTube, some local schoolchildren wanted to know if I had eaten any fish eyes as they are a good source of fresh water. Not to let the children down I set to this gruesome task. Sucking the eyes of the fish was truly disgusting, it will never catch on as a delicacy.

Saturday turned out to be an extremely hot, windless day that people heading out of the marina in



Towards the end of the week, my appearance had changed quite a bit



Unable to walk, I travel in a motorised cart up the ramp



Wiping away the tears at the end of the week



First drink of water with my wife Cara

their boats would cherish. However, I was stuck in this liferaft, soaking up the ever-increasing heat. Soon I was down to my underpants and my efforts on the osmosis pump became much slower. I fell into a deep sleep, and when I woke several hours later I had a tremor in my fingers and couldn't focus properly. I was exhausted but completed my checks, including measuring my blood sugar. This involved cleaning one finger with a sterile wipe and drawing a speck of blood. As I read the monitor my mind drifted back to Dr Joe's parting words: "End it if your blood sugar is 3.8 or lower." At 1500 on day six, mine was 3.1.

My paramedic's head went into action – if I was presented with someone that asymptomatic I would have insisted they eat, but the only food I had was the raw fish. Reluctantly, I set to eating everything but the skin. In a couple of hours my blood sugars were back up to 4.1.

I didn't fish that night, nor did I eat my meal. The blood sugar reading was a massive wake-up call and I didn't want to risk a repeat, so I decided to save the last meal until Sunday. I should have ended the attempt at that point but my hardship was nothing in comparison to what children go through at Great Ormond Street and I wanted to persevere.

#### DAY 7, SUNDAY

I woke feeling very cold. I knew this was my last full day and I was having a meal later, but I was bored. I conducted my regular maintenance checks, including

*I was physically and mentally exhausted, but I was going home to my family, food and running water whenever I wanted. I climbed from the raft, bodily unable to stand*

hand-pumping a few areas of the raft and cleaning up as best as I could. These were boring tasks but they helped to pass the day.

I ran through the exercises to prevent DVT in my arms and legs, slept, conducted my tests, and ate my last meal at 1400. By now my stomach was extremely painful, which made sleeping even more difficult.

#### DAY 8, MONDAY

The last day was finally here – 168 hours had crept by, but the finish line was in sight. Things got even better when a man and three children arrived on a small dinghy. They told me they had travelled from Poole after seeing my videos and just wanted to meet me in person. My spirits soared.

Soon it was 1215 and I could see the marina's RIB heading towards me. They untied the lines and at 1230 I set off an orange smoke flare to indicate that it was over. It wasn't until then that I allowed myself to look back towards the shore to see the crowd with banners waving, balloons floating and people cheering. It was at this point that I began to cry. I tried to sit back in the raft so no one noticed but it was all caught on camera.

I was physically and mentally exhausted, but I was going home to my family, food and running water

whenever I wanted. I climbed from the raft, bodily unable to stand. As my family rushed to my side, Cara gave me a Mars bar, a bottle of water, and a kiss.

The marina provided a motorised trolley to drive me up the small ramp I had walked down just seven days ago. I struggled to acknowledge all the faces around me as I was presented with a cake to commemorate my time in the raft.

I took my first unsteady shower and prepared for my medical tests. Dr Joe had expected me to lose 2-3kg, but after I'd stepped on and off the scales several times, my total weight loss was 8kg (17.6lb).

All tests completed, I was driven home. I felt terrible; weak, exhausted and unable to tuck into the multitude of food I thought I would. I was told to sleep, but I couldn't – my head rolled every time I lay down, so I sat downstairs late into the evening eating biscuits and drinking Ovaltine.

#### THE AFTERMATH

I write this just two days after the event but it feels like a lifetime ago. I still feel weak and struggle to walk the dog, but I know that my strength will build in time. My total amount raised is at just over £8,958, but I hope the grand total will be nearer £10,000. Portsmouth University has gained vital data for its studies into sea survival and is even considering turning my experience into a thesis to help other mariners.

I was only 300 yards from shore but I can honestly say it was the hardest thing I have ever achieved. I pushed my body to its limits – this has been a monumental challenge from start to finish, and I'm bloody proud to have completed it. **M&P**

To donate to Wayne's cause and watch his video diaries from the liferaft, visit [www.wayneingram.com](http://www.wayneingram.com)



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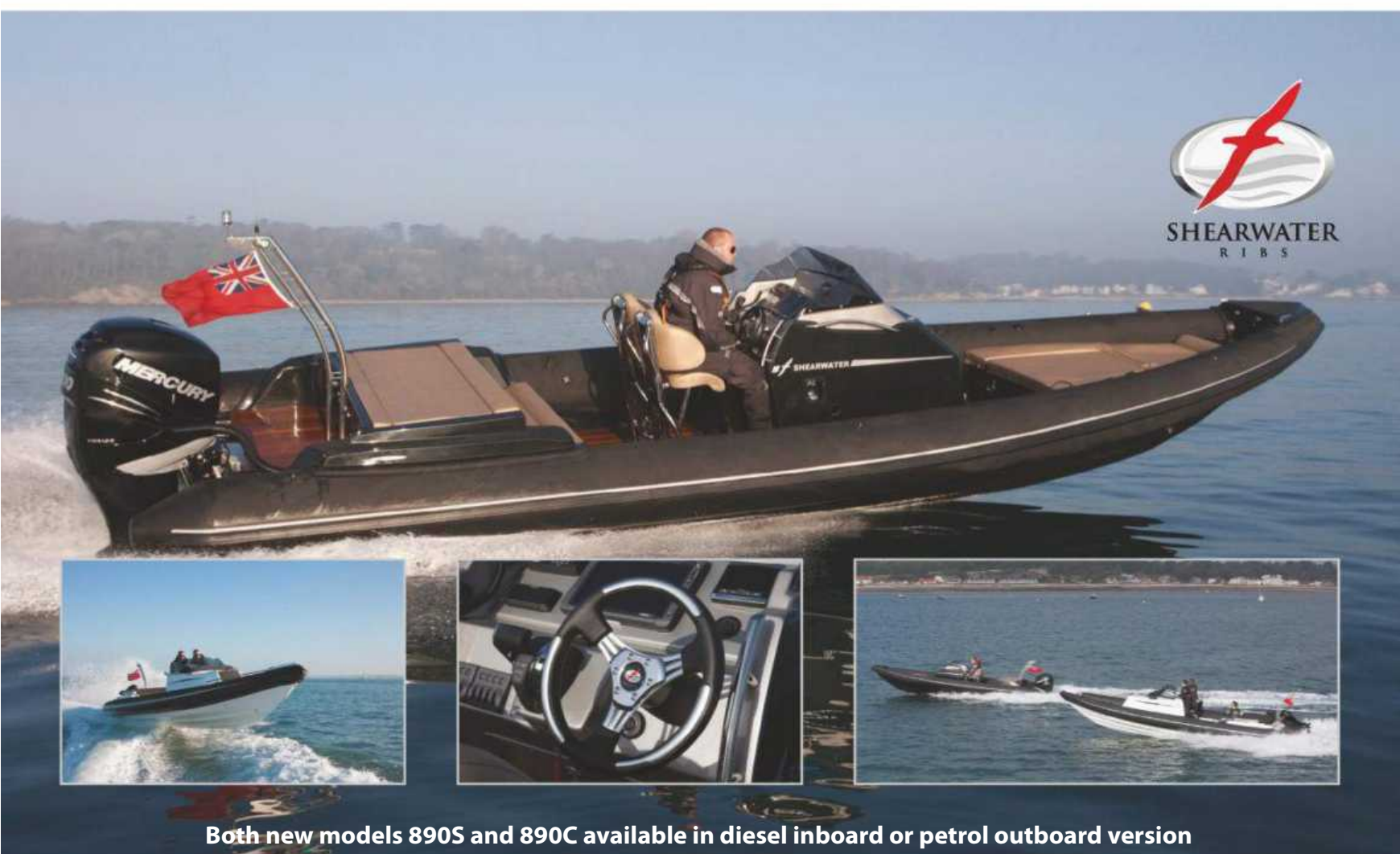
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Flexiteek comes in four colours: teak, weathered, scrubbed and bleached (left to right)

## OWNER UPGRADES

# Trick or teak

*To smarten up his ageing Karnic 2250, Hugo adds Flexiteek's second generation synthetic teak decking to its plain white cockpit*

Text & photos: Hugo



The finished Flexiteek decking gives Hugo's Karnic a very smart revamp

The idea of fitting synthetic teak decking to my boat has always appealed to me. The big open cockpit and walkaround side decks of my Karnic 2250 are extremely practical but the large expanse of non-slip GRP is not the classiest of looks. Besides, seven years of use have taken their toll on the once pristine white mouldings and no amount of scrubbing or chemical warfare seems able to restore their lustre. A smart new vinyl hull wrap was the straw that broke the camel's back, emphasising the gulf between the shiny new topsides and the rather forlorn looking cockpit.

The timing also happened to coincide with the launch of Advanced Marine Decking's second generation Flexiteek, promising an even more realistic finish, cooler temperatures under foot and reduced weight. Even up close it's uncanny how convincing it looks and feels thanks to the textured grain and random colour variations which perfectly mimic the real deal. Combined with the company's ability to design and make almost any shape and size of panels, from chunky steps to taff rails complete with all the nice margins, nosing and cross-grained finishes, it was too tempting to resist.

The first step was to select which of the four different shades of teak to opt for – plain teak, scrubbed, bleached or weathered. The plain teak has the golden glow of a freshly laid deck while

the weathered option will match the grey of an old teak deck. Scrubbed falls somewhere in between the two, while bleached is aimed at Med-based owners looking for the coolest option under foot. I decided to go for scrubbed as it seems to offer a bit more colour variation than the others and looked more in keeping with the age and style of my boat. Just to be different I opted for the grey coloured caulking, rather than the usual black, to match the metallic silver finish of the topsides.

Depending on your budget and your DIY skills you can either do the templating and fitting yourself or splash the cash and get the whole lot done professionally. In the interests of seeing how it should be done properly (and to avoid making a hash of it myself!) I asked Advanced Marine Decking to do the whole lot. In retrospect I reckon it was well worth the extra cost.



Some of the tools you'll need as well as a roller and spreader

## TEMPLATING

Having seen what's involved, this is one stage I reckon I could have done myself. All you do is cut out the approximate size of clear plastic sheeting to fully cover the area you are hoping to apply the decking to then flatten it out on to the deck. You'll need to make a few cuts here and there to get it to fit around bends and corners but it's malleable enough to make this relatively easy while being strong enough not to tear. Use masking tape to keep it in place then mark out the spaces where the decking is going to go with a dotted line using a permanent marker pen.

The hardest part is working out where you want the decking to go and making sure that any access hatches, drains, seat bases and table mounts aren't covered over. On my boat that meant removing the helm bench/wet-bar so that the decking could run underneath it and then simply following the contours of the anti-slip moulding rather than taking it all the way to the cockpit edges. The walkaround decks were slightly trickier because of their long narrow shape but the principal is just the same.

The good news is that you don't need to design the panels themselves. Flexiteek will do that for you, including the plank spacing, borders and edging that make the finished item look so good. Once designed, the panels are made in Flexiteek's factory, and the individual strips are welded together to create a set of complete pre-fabricated panels ready to fit your boat.

## CHAMFERING THE EDGES

Normally Flexiteek will chamfer the edges of the panels in the factory to get that nice rounded look rather than a sharp squared-off edge, but you can easily do this yourself by rubbing them down with a folded piece of very rough 40 grade grit paper. The grit also adds a surprisingly natural grain to the edges for a more convincing look.

## PREPPING THE DECKS

Before you start fitting the panels, you will need to spend time prepping the decks. Assuming you've already given them a good wash, the next step is to rub them down with acetone to remove any stubborn dirt or greasy residue that could prevent the adhesive sticking. Then you'll need to run an electric sander over the area to key the surface. Even with the non-slip cross hatching on my GRP decks this needed to be done to remove any uneven highs and lows. A powerful vacuum cleaner should suck up most of the mess this creates but another rub down with acetone will pick up any remaining dust.



**1** Templating the decks taking care to mark up table bases, cockpit drains and access hatches



**2** Sanding the decks removes any surface irregularities and provides a key for the adhesive



**3** Advanced Marine Decking will design and make up all the Flexiteek panels to fit the template provided. They come pre-welded for easier fitting.



**4** You may need to rub down the edges with rough grit paper to give a more natural rounded look



**5** Sanding the edges ensures they match the realistic grain and colour variation of the main planks

## TAPING UP

With the surface prepared, the next step is to lay the panels on the dry deck to ensure you position them correctly. Once you're happy with the exact placement of each panel, apply a good quality coloured masking tape (3M's blue tape is recommended) all around the edges to mark out where they are going to go. This will show you where you need to spread the adhesive and also prevent any glue that gets squeezed out from sticking to the deck.

## APPLYING THE ADHESIVE

Advance Marine Decking recommends using Sabatack 750 XL, a high strength polymer adhesive. You will need a proper spreader tool to ensure an even distribution of the adhesive right the way up to the masking tape and to push it into all the nooks and crannies of the non-slip decking. With larger panels it may be easier to glue and place one half at a time by bending the panel back on itself then folding it flat on to the deck once you've applied the glue.

## FITTING THE PANELS

Lightly place the panel on the adhesive and manoeuvre it into position. Use a heat gun to apply a bit of warmth to the panel to soften the plastic and relax any bends so it lies flat. Once in position, use a roller to squeeze any air bubbles out from the centre of the panel to the edges. Run your fingers over the panel to feel for any remaining pockets of air and make sure you work them all out. Fail to do this and they risk swelling up in hot weather and distorting the panels.



**6** A final rub down with acetone removes any remaining traces of grease and dust from the bare decks



**7** Lay the panels on deck and mark their position with tape



**11** Remove the masking tape, clean up any excess glue with methylated spirits then stand back and admire your remarkably convincing new Flexiteek decks. This is the scrubbed finish with grey caulking



**8** Cut around small obstacles with a craft knife and sand the edges



**9** Spread the adhesive evenly over the decks using a proper spreader tool right up to the edges of the tape



**10** Roll the panels on to the glue to remove air bubbles and put weights along the edges

#### WEIGHING DOWN THE EDGES

As a final safety measure put some flat, heavy weights along the corners and edges to hold them down while the adhesive cures. After a couple of hours it will have cured enough for you to remove the masking tape and weights. Any excess overspill can then be wiped off using a soft rag and methylated spirits. You'll need to leave them at least another 24 hours for the adhesive to set properly before you tread on them but you can now admire the finished look.

#### THE RESULT

Much like the vinyl wrapping I had done to my boat's exterior, the Flexiteek decking has transformed the whole look and feel of my boat. Now instead of it being just another mass-produced plastic tub, it looks like a genuinely classy sportsfisher. I'm pretty confident it will also have increased the second-hand value of my boat, or at least made it considerably easier to sell, although it now looks so smart I have no intention of doing that any time soon!

#### THE COSTS

The complete job including templating, designing, manufacturing and fitting Flexiteek with margined detailing to the cockpit, side decks and bathing platform of my 22ft Karnic cost £2,520 inc VAT. If I'd chosen to do the templating and fitting myself this would have come down to £2,100 inc VAT.

Fitting Flexiteek to a larger boat such as a Princess V48 would cost around £2,190 inc VAT for the bathing platform and steps and a further £2,496 inc VAT for the side decks. However, all these prices are subject to the design and location of the boat. **Contact** Advanced Marine Decking. Tel: +44 (0)2380 405550 Web: [www.flexiteek.co.uk](http://www.flexiteek.co.uk).

# AQUADOR

## 35ST+30ST

Scandinavian company Aquador chases the mainstream with a pair of brand new open backed hardtop sportscruisers. MBY heads to Finland to put them back to back

Text and photos: **Nick Burnham**



Split sunroof on the 30ST opens cockpit to the elements

Unusual has always worked well for Aquador. Majoring on small all-season closed deck saloon boats with quirky layouts popular in Scandinavia, an Aquador has never been mistaken for anything else. Which is fine while there is the volume of demand to produce decent sales from niche markets, but these days builders need to cover more bases and appeal to wider audiences. To that end, while Aquador's two latest creations, the 30ST and flagship 35ST, may be more conventional looking open backed hardtop sportscruisers of the type more commonly found in wider Europe, the company's unique way of doing things is not lost.



Massive locker beneath the floor in front of navigator seat



The 30ST's outside galley is opposite a large converting dinette



High quality woodwork typical of Scandinavian build

Take a look at the 30ST for example. The forward end of the cabin is your typical horseshoe of converting dinette, but the usual galley and athwartships double berth at the foot of the companionway has been shunned for an outside galley in the cockpit and a slim lengthways double berth that runs beneath the helm. What this generates is space for a huge void beneath the deck ahead of the port side navigator's seat giving a storage solution you normally just wouldn't find on a boat of this length. Tilt the same seat forward and you'll increase the size of that cockpit mounted galley too.

The helm to starboard features a very stylish console in anti-glare matt grey with angled chrome bezelled gauges and clear switchgear ahead of a double helm seat. The dinette aft is a good size, although the height adjustable table means all your relaxing will be done up to

a table (unless you lower it to form a sunbed). The full-length hardtop arcs back level with the transom, but a large opening section sunroof reconnects you with the elements.

Single engines of up to 400hp can be fitted, the Volvo Penta D6-370 of our test boat proving more than adequate with a top speed in the high 30s. An easy 3,000rpm cruise yields 30 knots while burning just 54 litres an hour.

## AN EXTRA FIVE FOOT

Based on the hull of the 35C cabin boat, the 35ST looks so similar to the 30ST that from the outside the badge is the only obvious way to tell them apart. But step aboard and you'll be amazed at what that five feet of extra

A narrow double berth runs beneath the helm on the 30ST

The heads is well equipped and even benefits from a porthole



## THE 30ST DATA

### PERFORMANCE

**TEST ENGINES** Volvo Penta D6-370 370hp sterndrive

#### MBY FIGURES

	600	1,000	1,500	2,000	2,500	3,000	3,500
RPM	600	1,000	1,500	2,000	2,500	3,000	3,500
Knots	3	5	8	12	22	30	36
LPH	2	4	14	32	37	54	78
GPH	0.4	0.8	2.6	7	8.1	11.9	17.2
MPG	75	6.2	3.1	1.7	2.7	2.5	2.1
Range	516	427	213	117	186	172	144

#### SOUND LEVELS dB(A)

	65	73	76	79	83	84	85
Cockpit	65	73	76	79	83	84	85

### SPECIFICATIONS

**LENGTH** 30ft 0ins (9.15m)

**BEAM** 10ft 2in (3.10m)

**FUEL CAPACITY**

86 imp gal (390 litres)

**BUILD** GRP

**RCD** C for 10 people

**ENGINE** 300-400hp

Volvo Penta or Mercury diesel

**PRICE FROM** £153,853 inc VAT

**PRICE AS TESTED**

£170,668 inc VAT



This may be the 35ST but the helm, helm seats and nav seat are identical on both boats

length (plus an extra foot of beam) garners. Where the side decks of the 30 are best accessed from the bathing platform, the 35 gains steps out either side of the cockpit, and when you get there you'll find wider bulwarked decks with massive scuppers making access forward much easier (although curiously the rooftop rails are gone). The galley is in a more conventional spot downstairs but there is still room for a cockpit wet-bar and griddle. Everything else, from the three forward facing seats to the stylish dash, is almost identical.

The cabin, apart from that relocated galley, seems pretty similar too as you head below to be greeted by another horseshoe dinette. However there is one crucial difference. Rather than one mid cabin,



Steps out of the cockpit lead to the side decks



Seakeeping is solid and predictable and any lean is easily dealt with via large Bennett trim tabs



The larger cockpit on the 35ST benefits from a wet-bar and griddle



While the galley sits downstairs in a conventional spot on the 35ST

the 35 sports two, both slightly on the narrow side, but both with double berths. So you can sleep four while retaining your dinette and avoiding having to convert any seating – brilliant!

The final benefit of the 35 over the 30 (beyond a B rather than C RCD rating) is the option of fitting twin engines. Aquador will fit a brace of Volvo Penta D3 motors of 220hp each, or you can have twin D4s of 260hp or 300hp. Single engines are proving ever more popular in larger boats for cost and efficiency benefits however, and our test boat was fitted with a single D6-400. While a little slower on to the plane than the D6-370 in the smaller, lighter 30ST, it offers an ample 36 knots flat out and an efficient 2.4mpg at a 30-knot cruise.



One of the two double mid cabins running beneath the cockpit on the 35ST



The heads is a wet room complete with shower

## VERDICT

Aquador has created two great looking hardtop sports cruisers with far broader appeal than its usual fully enclosed Scandi-centric products. But the great news is that it's done it without compromising on the practical appeal, solid build quality and excellent seakeeping for which Scandinavian boats are rightly coveted by those in the know.

The result is a boat that appeals equally to head and heart. **MBY**

**Contact** MGM Boats.

Tel: +44 (0)02380 456318

Web: [www.mgmboats.com](http://www.mgmboats.com)

## THE DATA

### PERFORMANCE

**TEST ENGINES** Volvo Penta D6-400 400hp sterndrive

MBY FIGURES	ECO	1,000	1,500	2,000	2,600	FAST	MAX
RPM	600	1,000	1,500	2,000	2,600	3,000	3,630
Knots	4	6	8	11	22	28	36
LPH	2	3	12	28	40	50	79
GPH	0.4	0.7	2.6	6.2	8.8	11.0	17.4
MPG	10	8.6	3.1	1.8	2.5	2.5	2.1
Range	880	757	273	158	220	220	185

### SOUND LEVELS dB(A)

Cockpit	59	65	70	75	79	76	79
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### SPECIFICATIONS

**LENGTH** 34ft 9in (10.60m)

**BEAM** 11ft 4in (3.45m)

**FUEL CAPACITY**

110 imp gal (500 litres)

**BUILD** GRP

**RCD** B for 10 people

**ENGINES** 220-400hp

Volvo Penta or Mercury

Diesel (single or twin)

**PRICE FROM** £210,112 inc VAT

**PRICE AS TESTED**

£219,000 inc VAT

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# BOAT MASTER

Nick's leaky ram repair may not have been such a bargain after all



## ASKMBY

### YOUR QUESTIONS

*Repairing leaky rams; how design affects speed*

#### RAM RAIDING

Nick Burnham wrote about his leaky Volvo Penta trim rams (MBY, June 2015) and said he'd got them repaired rather than replacing them at £1,000 a time. My boat had a leaky trim ram and quickly developed a second but I was not aware that they could be repaired and instead replaced both rams. Where did he send them for repair please? **Mark Keith**

*The engineering company I used was Hercules Hydraulics in Paignton (www.herculeshydraulics.co.uk). However, before you rush down there with your ram in your hand (if you'll pardon the expression), allow me to sound a note of caution. Eight weeks after launching, my smugness at achieving such a cheap solution turned to concern when blooms of what appeared to be oil started to appear around my transom. I had the boat pulled out by the ever obliging Birchell Marine only to discover my newly repaired ram weeping as badly as it had prior to the repair. Hercules happily repaired it again for free but couldn't*

*test it as they don't have the fitting for it. So Smuggler's Blues is now back afloat with me nervously scanning the transom in a state of paranoia for the next blob of fluid to appear. In conclusion, I fear that your way (replacing both rams with proper Volvo Penta parts) might yet prove cheaper than mine, not to mention a lot less hassle! Boats, eh? Nick Burnham*

#### RIB SPEED

I've been reading tests on RIBs for many years, and time and again it strikes me that outwardly similar RIBs often go at different speeds, enough for it to be a puzzle. Is there a reason for this? **John Dixon**

*Compared with the differences between, say, a 50-foot flybridge cruising boat from Princess and one from Sunseeker, in almost every department the variations between seemingly similar RIBs are typically far greater. Even ignoring the varying underlying shapes of the underwater sections, the design of the chine (flat or downturned? sharp or radiused?) and minutiae such as the number, and length of the spray rails can have a profound effect on the trim and the drag of a high speed RIB. Even slightly different engine weights (let alone heavy diesel inboard v. light petrol outboard) can make all the difference between the tubes running clear of the water, or running slightly immersed where they create extra drag. The only sure way of knowing how fast your RIB will be is to try it with your exact engine of choice. Dave Marsh*



Outwardly similar RIBs can perform very differently

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# NEW TECH

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Our Technical Guru  
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The new battery powered Seakeeper 3DC has the potential to stabilise boats as small as this Bénéteau Antares 30 with no recourse to a generator

## Seakeeper's new stablemate

*New battery powered 3DC gyro could revolutionise the market for zero speed stabilisers*

Barely a month goes by without some new development in stabilising systems appearing – this is a terrific time for boat owners whose appetite for rock and roll is confined to Led Zeppelin and the Rolling Stones. The last time we flagged up Seakeeper was only six months ago in the March issue, shortly after the California based company had released its smallest ever Gyro. Its diminutive Seakeeper 5 was notable for its compact size and a price which made it suitable for boats as small as 30 foot. You can read our first test of it in a Princess 43 overleaf.

However, the US company, whose manufacturing plant in Pennsylvania covers a sprawling 90,000ft<sup>2</sup> now has a new starter model, the Seakeeper 3DC.

At first glance the spec is perplexing – the 3DC has exactly the same compact dimensions of 30.1 x 29.8 x 24.7 inches (765 x 757 x 628mm) as the preceding 5 model. Also exactly the same starting price of \$29,900. Its weight of 358kg (790lb) is also identical to the 5.

### POWER FROM A BATTERY

The big difference, and the reason why the 3DC is such a significant

development, is that the new Seakeeper can be battery powered. Okay, the motor itself still needs to draw its 900W maximum via a true sine wave inverter (110-230V, 50/60Hz, single phase) but the 100W Gyro control system is fed from a simple 12V supply. Hey presto, modest boats without generators now have access to stabilisers.

In order to achieve that low power battery operation, the

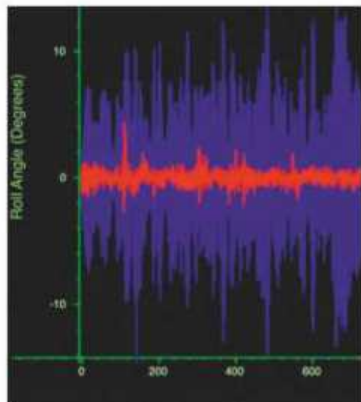
**MY TAKE:** The Seakeeper 3DC solves the issues of size, price and power. The big question now is whether yards start to design their boats around it so that it becomes a simple and affordable factory fit option. **Hugo**



new 3DC spins at 6,400rpm instead of the 10,700rpm of the 5. Consequently, its maximum 6,500Nm of anti-rolling torque is almost exactly half that of its rotationally faster sibling. That explains why Seakeeper says it's suitable for boats up to 40 foot, whereas the company states that its 5 model can handle 50 footers. One significant benefit of its slower rotational speed is that the 3DC is noticeably quieter; 62-64dB(C) versus 70-72dB(C) for the 5, measured from a metre away. Bear in mind that 65dB(A) is the generally accepted level of normal human conversation, so completely cloaking the sound of the 3DC should not be difficult provided it lives in a well insulated space.

## 30 SECOND BRIEFING:

### STABILISERS AND SMALL DISPLACEMENT BOATS



Blue line shows the roll with Seakeeper 5 switched off, red shows it switched on



Seakeeper claims that the battery powered 3DC can cope with boats up to 40 foot or as small as this 10.2m (33ft) Bénéteau Antares 30

In late April this year, Seakeeper conducted initial tests on a 35ft long, 10ft wide, 6 tonne open decked US sportfishing boat with a stepped hull called the Contender 35ST. In conditions that Seakeeper says comprised three foot significant wave height and 15 knot winds with gusts up to 30 knots, the company reported a 94% reduction in roll. According to the graph (see above) with the 3DC engaged, most of the residual rolling was reduced to 1° or less, a level at which Martinis barely get shaken, let alone stirred.

#### GEARING UP FOR ACTION

Like all gyros, it takes time to spool up to operational speed. In the case of the 3DC that is 27 minutes to the point

where stabilisation is engaged, and another 11 minutes to full rated rpm. Zero-speed fin devotees like to point out that this waiting time can be a nuisance, but I feel it's really no big deal as long as you switch the 3DC on as soon as you step on board. By the time you have packed away your kit, carried out a safety briefing, and crawled gently out of the marina, few of us get under way in less than half an hour.

And also like all gyros, the 3DC can be sited almost anywhere convenient. For instance, on the Contender 35ST, the 3DC sat directly on deck in a small locker. On small boats, where space is often at a premium, that is

potentially a huge benefit. The only caveat to this freedom of placement is that on boats that regularly experience vertical accelerations greater than  $\pm 1.0g$ , it needs to live aft of the longitudinal centre of gravity (LCG).

All told then, I feel that Seakeeper's modest claim of a starting point of 30ft does not reflect the 3DC's full potential. Assuming that shouldering an extra 358kg is not going to trouble your boat (and that is only about four

Recent advances in stabilising systems have the potential to fundamentally change and extend the way we use a particular genre of boat – the small displacement cruiser. Here's why:

- The leviathans of the displacement boating world, such as Nordhavn's towering cruisers, are considered to be ocean going craft, yet far smaller displacement boats, such as the Linssen Classic Sturdy 32 AC, pictured below, are generally perceived as inland waterways boats, even though both of these examples are extremely tough and strongly built.

- Both are limited to a top speed of around 8 to 10 knots, a speed at which neither generate sufficient dynamic stability to stop them rolling around in challenging seas. So all in all, the underlying seakeeping ability of the two types is not fundamentally different.

- If you eliminate seakeeping, speed, build strength, and dynamic stability from the comparison, the most pertinent difference between the two in terms of the ability to undertake offshore passages is that the ocean crossers are invariably fully stabilised, whereas the relatively tiny Linssens and their ilk are generally not.

- Now though, the new breed of small-boat stabilisers, such as the Gyros from Seakeeper and the AntiRoll from DMS, have removed the principal impediment to small displacement boats heading offshore and undertaking more intrepid passages. What's more, these two systems work well on slow boats. Suddenly, cross channel trips on 30ft displacement boats have become something to be enjoyed, not endured.



On the Contender 35ST, the 3DC simply sits directly on deck in a small locker



adults' worth of weight, or a typical PWC) then its compact dimensions, battery power, and ability to be mounted nigh on anywhere aft of the LCG, should in theory allow it to be installed on almost any size of boat whose owner can afford its \$29,000 – roughly £18,600 (plus fitting costs) as of mid July. And given how on-board comfort is becoming an ever more appreciated aspect of boating, even on a small and inexpensive boat that seemingly extravagant £19k may feel like money well spent. **MBY**

Contact [www.seakeeper.com](http://www.seakeeper.com)



# Seakeeper test

## *Sea trialling the Seakeeper 5 in a Princess 43*

A flat calm day, devoid even of a suitable wake to induce some rolling – the worst possible test conditions for a product designed specifically to reduce rock and roll. Or so I thought until I spent a few hours testing a Princess 43 fitted with a Seakeeper 5 gyro stabiliser during a tranquil day in July. What I discovered is that a gyro has several hidden talents over and above its ability to substantially reduce roll at anchor and under way.

Joystick control is becoming ever more popular, especially with pod drive installations such as Zeus and Volvo's IPS. However, complex or rapid joystick manoeuvring can induce surprisingly fierce side-to-side swaying when the skipper gets it wrong and repeatedly overcompensates, especially on IPS boats where the pods are angled at right angles to the hull bottom.

Although the Princess 43's joystick system uses simple shafts and bow thrusters rather than pods, that swaying was reduced but still evident. Engaging the Seakeeper 5 eliminated it entirely. The result is that it made me feel more in control of the boat because it became more steadfast.

There's another aspect of docking which benefits. With the gyro engaged, the boat becomes rock solid – completely resistant to crew hopping on and off the platform or the side decks. In calm conditions on our 43 footer, that was no big deal. However, on the 30 footers that Seakeeper's new generation compact 3DC and 5 model could be fitted to, it is going to be a significant benefit.

The final bonus is a dynamic one that can be felt under way even in flat water. One of the principal joys of Bernard Olesinski designed hulls is their remarkable agility, and it is a characteristic you would never want to lose or even subdue. So I was surprised to find that I slightly preferred the overall feel of the Princess 43 with the gyro engaged. The great thing is that nothing has been taken away, it simply firms things up a little. The closest analogy I can think of is the difference between a family saloon and a sports car with a stiff chassis and more finely tuned suspension. The sporty one will still carve exactly the same line around the bend, but it feels more taut and resolute. It's quite a

Osmotech retro-fitted a Seakeeper to our Princess 43 test boat but it is likely to become a factory fit option



subtle effect – nowhere as great as the family saloon vs sports car analogy – but it is perceptible and in my opinion, it's a good effect too.

It was a pity we didn't get the chance to test the Seakeeper 5 in more challenging conditions but from previous experience of its larger units and the taut feeling of this boat, we are confident that it will make a big difference to comfort at anchor and when cruising at displacement speeds in a beam-on sea. That effect dissipates at around 15 knots when the hull's dynamic stability starts to take over.

The noise of the unit is imperceptible under way and even at anchor it's the

genset rather than the gyro that is the limiting factor. It also fits comfortably into the engineroom of the 43 without sacrificing valuable storage space in more accessible areas of the boat.

The unit itself costs \$29,000 (£18,600) in the US but retrofitting it to this boat took Osmotech (Seakeeper's UK agents for the South Coast) around 250 hours, pushing the final cost up to £42,000 inc VAT. Installing it during the build should be considerably quicker and cheaper but even at this price, we would have no hesitation in recommending it.

**Contact** Osmotech UK. Tel: +44 (0)2380 456450 Web: [www.osmotech.co.uk](http://www.osmotech.co.uk)



The control panel is simplicity personified

The Cummins generator, the steps and the battery box provide a good idea of just how compact the latest Seakeeper 5 is (centre)



These are the roughest conditions we had during our Seakeeper 5 sea trial!





## An immersive experience

*Latitude 98's new Thermashield 24+ immersion suit promises good things*

This is the sort of product that most of us never dream of using. But there is a particular breed of ultra-intrepid offshore boater whose motto will always be better-safe-than-sorry when it comes to safety gear. Some of the crazier RIB explorers I've met fall into this category more than the ocean-crossing Nordhavn and FPB owners of this world.

The Latitude 98 Thermashield 24+ immersion suit is fundamentally different to anything I've ever donned. The clues are in its name. The occupant breathes into a special valve-enabled mouthpiece system that

utilises the hot air from the user's breath and re-circulates it around a bladder system built into the 5mm thick neoprene suit and the hand warming cuff, so long-term heat loss is minimised.

The suit has been tested with live volunteers in waters at 32°F, i.e. 0°C, and according to Latitude they survived for 24 hours with only a slight drop in core temperature. To put that



remarkable achievement into perspective, one UK Health & Safety executive report I read listed the following survival times for men immersed in much warmer 5°C waters and wearing a lifejacket in calm sub-F2 conditions.

In everyday clothing less than 30 minutes; in a drysuit less than two hours; and in an insulated neoprene suit around three hours depending on the suit's leakage levels and the sea conditions.

Enough said.

**Contact** [www.latitude98.com](http://www.latitude98.com)

## Course to steer



Course to Steer is a cheap and simple little

Android app that

does exactly what it says it does.

Tell it the direction you want to go and the tidal stream, and it will work out the course to steer to offset the effect of tide. Tell it the leeway you expect to make (how much you expect to be blown sideways by the wind) and it will allow for that, too. And if you want to correct for compass errors, it will do that, as well.

Although it's most useful at displacement speeds, **course to steer is a calculation worth doing whenever the tidal stream is more than about 10% of your boat speed. And for about the same price as a litre of fuel, Course to Steer could pay for itself in the first hour!**

Compatible with Android 2.1 and above

**£1.22 from Google Play**

## AND YOU THOUGHT YOUR BOAT WAS SPECIAL

### What is it?

The SV11 *Barracuda* is a multipurpose vessel designed for a variety of military and law enforcement roles. With looks like these, and the variety of concealed weapons on offer, including a gyroscopically stabilised remote-controlled grenade launcher, we're guessing that those multi-use roles wouldn't include collecting harbour dues – at least not in the UK.

### What makes it special?

Its key feature is its stealth technology. In other words, it is designed to offer a low RCS, or Radar Cross Section. Counter-intuitively, simple flat panels such as the ones that comprise the SV11's superstructure are less likely to show up on radar than well-rounded forms with bumps and protrusions, hence the shape of stealth aircraft like the F-117. Whether Safehaven's stealth technology extends to using radar absorbent materials is not known.

### How fast does it go?

The SV11's twin 575hp diesels provide a modest 40 knots, but if you check out Safehaven's amazing video footage, it's clear that *Barracuda*'s wave-busting hull will simply refuse to slow down whatever the ocean throws at it. We'll let you know just how capable it is when (or should that be if) Jack Haines returns from testing one later this summer.

### How is it constructed?

The 11m long SV11 makes use of ballistic glass, plus kevlar and carbon fibre composites – even the small chart tables inside are made of carbon in an attempt to reduce weight, and hence maximise the SV11's speed and range from its 1,000-litre fuel tank.

### How much does it cost?

That's probably a question best posed by your local friendly arms dealer.

**Contact** [www.safehavenmarine.com](http://www.safehavenmarine.com)



This picture may clearly show the SV11 but that doesn't mean it'll show up on radar



Tim's collection of Chinese vacuum flasks is coming along nicely



## TAKING A BEARING

**TIM BARTLETT:** *Nature abhors a vacuum*

I've bought myself a new vacuum flask.

There's nothing startling or newsworthy about this. It's something I do quite frequently – so frequently, in fact, that I'm getting pretty fed up with it.

The problem, I told myself, is that you get what you pay for. And as I was only paying a fiver a pop for cheap Chinese flasks, I couldn't really expect them to last very long.

It was never the flasks themselves that were the issue; it was always the lids, which were fitted with clever little push-button mechanisms that were supposed to let the contents out when pressed, and seal themselves when pressed again.

Almost invariably, they worked fine for a few days, before they started to leak. Over the next few days, the leak would get worse, until there was hardly any point bothering to put the lid on at all.

This time, though, I thought I had it sussed. I found a flask that looked identical to one I'd had almost 40 years ago. The old one had cost me the best part of a week's wages and looked like something that might have been developed for bomber crews in the 1940s. If it had been dropped from a Lancaster at 40,000ft, it was heavy enough to do some pretty serious damage to whatever it hit, but it would probably have survived intact! Mine lasted years before a change of jobs made it redundant, and a house move

separated it from its stopper forever.

So I splashed out the equivalent of half a dozen Chinese flasks on a splendid new bomber-crew flask.

Then I discovered that some bright spark had 'improved' the design. Unscrewing the top of a flask may be okay if you're dodging enemy flak over the Ruhr, but it's obviously too much trouble for modern man, because the lid of my new flask had wide grooves running up its sides so you only needed to loosen the top by half a turn or so to let the drink flow out through the grooves.

But guess what? It leaked.

So I took it back, and got a replacement.

That leaked, too.

The silly thing is that I don't mind unscrewing the cap of a flask to get my drink out. In fact, I'd much rather do that than have to live with leaks and a growing pile of useless vacuum flasks.

But it seems to be a characteristic of 21st century design that instead of simple things that just get on with their jobs, we are offered things that have been made needlessly complicated, unreliable, or irreparable by the addition of unnecessary 'features'.

Whether it's the kind of vessel designed to keep water in or the other kind of vessel, which relies on keeping it out, no new design 'improvement' should compromise its primary task.

## Making a splash

*Dometic's space-saving combined bidet and toilet*

Nowadays, even quite small boats abound with luxuries such as dishwashers and icemakers and huge TVs. But you normally have to step on board something that is superyacht sized before you're treated to a bidet in the heads compartment – limited space being the guilty party.

Dometic has solved that problem by integrating an optional



The smart and compact ceramic bowl

bidet function into its latest toilet, the MasterFlush MF8900. That is not its only trick. It comes in normal and low profile forms, 12V 20A or 24V 15A versions, and the discharge can be through the floor or through the bulkhead.

Whatever mix-n-match MF8900 you choose, it will have a ceramic bowl, a quiet integrated pump and macerator, hidden plumbing connections, and a soft close lid. I'm a big fan of the latter feature on boats – when powerboats lurch unexpectedly, for men, a soft close lid means far less chance of personal injury.

Contact [www.dometic.co.uk](http://www.dometic.co.uk)



Dometic's MasterFlush MF8900 has the luxury of an optional bidet function

## Bifocal sunnies

*Gill adds reading lenses to its floating shades*

Gill is probably best known for its range of clothing, but the company also sells a variety of accessories such as watches, kit bags, headwear, sunglasses, and a trio of fearsome looking marine tools.

The accessories that caught my middle-aged eyes are Gill's bifocal sunglasses. Strictly speaking they are not bifocal as the majority of the lens is just normal tinted plastic. However, two small half moon inserts allow long-sighted sufferers to glance down and read charts and instruments without having to scabble around for their reading glasses. There are only two prescriptions available: +1.5 and +2.5 dioptre but that should cover the majority of age-related sufferers.

Of course, you could buy conventional bifocal prescription sunglasses from a high street optician

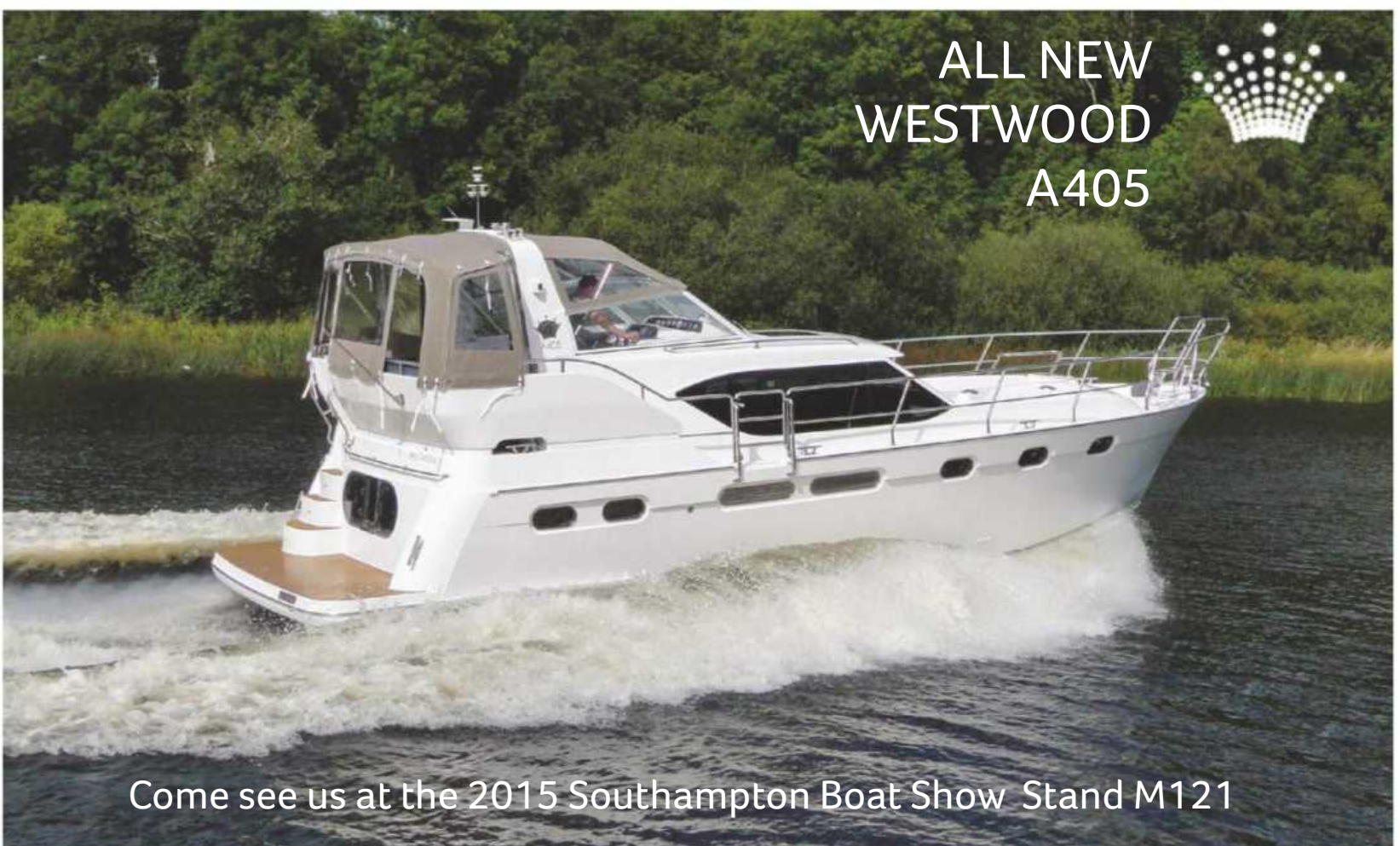
and specify polarized and scratch resistant lenses, as per Gill's bifocals. But I suspect that you would need to part with far more than the £55 Gill is asking for. Gill's boating sunnies also float, have extremely sturdy looking hinges plus eyelets on the arms for a neck loop, and their wide wraparound design should keep wind out of the eyes. It also claims that the lenses are hydrophobic and oleophobic. Hydrophobic coatings repel water quickly, and oleophobic coatings are also used on mobile phone screens to repel greasy fingerprints.

Contact [www.gillmarine.com](http://www.gillmarine.com)



Gill's £55 bifocal sunglasses are polarised and they float too. Gill also sells a hard case for £7

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A neat fit is assured, on whichever outboard engine your boat sports



## Outboard engine cover

£284.50

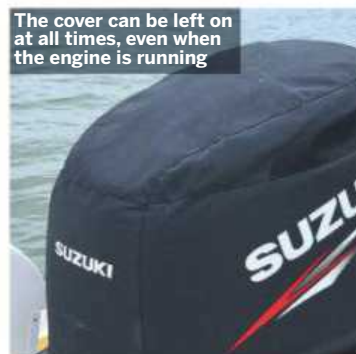
The engine on my Karnic 2250 is almost eight years old but unless you look closely you'd never know. That's because it's wearing one of OCA's new Suzuki branded engine covers. These soft but tough fabric covers provide protection against sun, salt, water, seagull poo and general wear and tear from ski ropes, wakeboards and other assorted weaponry.

They are tailor-made to fit the exact make and model of your engine so they sit snugly over the cowling and are held in place by an elasticated shock cord that grips just below the join.

Now that OCA has permission to use the logos and lettering from most of the major engine manufacturers, they also look virtually identical to the original cowling underneath. There is however one very important difference – a replacement cowling for my Suzuki DF200 costs £1,042.80 inc VAT, a branded OCA cover costs £284.50 inc VAT and delivery. If you can live without the Suzuki branding you can also get a basic black stock cover for a DF200 for £139.85, while covers for smaller engines in the range are even cheaper.

I'm not sure how Suzuki (or indeed any of the other outboard engine manufacturers) can justify charging this amount for what is essentially a big

The cover can be left on at all times, even when the engine is running



lump of plastic but it certainly makes OCA's fabric covers look like a wise investment, either as a means of protecting a shiny new engine or for covering up a tatty looking older one.

The fabric is waterproof and breathable and comes with a two-year warranty. Thanks to matching mesh inserts over the air intakes, it doesn't affect performance or cooling in any way and you can even customise it with your own boat name and colour scheme if required. I've been using an MBY-branded one for nine years and although the logo is now pretty faded, the cover is still doing its job as well as ever leaving the cowling looking almost factory fresh – a real boon if the time ever comes to sell it on. **Hugo**

**Contact** [www.outboardcovers.co.uk](http://www.outboardcovers.co.uk)

## Henri Lloyd Squall jacket

£130

New to the HL range this year the Squall jacket is designed for marine use, most likely with motorboaters in mind due to the lack of a hood, but also as a casual garment for everyday use.

It treads the line well, so you can walk down the high street without looking like you've lost your way to the local marina but the breathable 100% water and windproof material does an equally good job on the water too.

The fleece lining means it is very warm and I found myself leaving it unzipped during spring evenings thanks to the amount of heat it was generating around my body. The Squall also gets adjustable Velcro cuffs, a deep inside pocket and two outer pockets with concealed zips so

you can safely tuck away your phone and keys.

Personally I think this is one of the best looking jackets that HL currently makes, especially in the vibrant blue colour I opted for. As well as the standard sort of colours such as carbon and marine you can also choose from 'new dawn' and 'morning cloud'. I don't know what colour either of those actually are, but my wife assures me they're posh names for white and blue.

This type of jacket is likely to be all you ever need on a large motor boat – except for maybe the addition of a hood – and the Squall is one of the best. **Jack Haines**

**Contact** [www.henrilloyd.com](http://www.henrilloyd.com)



All you need, except for a hood, both on and off the water

**VALUE** ★★★★★  
**RATING** ★★★★★

## Lomo rescue knife

£12.50

A rescue knife may not seem like a must-have item for a motor boat owner but you'd be surprised how handy they can be for everyday use as well as

those rarer but much more urgent instances where it might just save your life. I know of two recent incidents in which people have lost their lives after becoming trapped in the upturned hull of their boats, either by their own lifejackets or stray ropes and straps.

This new Lomo knife is designed specifically to cut through ropes cleanly and quickly thanks to its heavily serrated stainless steel blade. It's a neat looking bit of kit with its slender anodised aluminium handle and sturdy belt clip and it certainly cuts

through ropes very effectively. However, its blade is covered in needle-sharp teeth which could snag on stray items or worse still fingers and it's not the easiest handle to grip with cold, wet hands.

There's a lock to keep the blade in place when its folded out but only a very weak spring mechanism to keep it shut away. A quick snap of the wrist and you can flick it open one-handed and, although it's described as having a blunt tip to avoid accidental punctures, those serrated teeth are just as likely to do the damage as the tip itself. To be honest I felt slightly uncomfortable using it on my boat let alone in the confines of a liferaft or the panic and confusion of an upturned boat. It's good value at £12.50 but I reckon there are better, safer, more suitable folding rescue knives on the market for not much more. **Hugo**

**Contact** [www.lomo.co.uk](http://www.lomo.co.uk)

A handy piece of kit but it could do with a better safety catch

## North Sea Clothing deck shoe

£55

**VALUE** ★★★★★  
**RATING** ★★★★★

The N.S.C. slip-on deckie is the latest summer offering from the company known for its remakes of the iconic

Submariner sweater. Originally issued to the Royal Navy in both WWI and WWII, these garments were made

to last. As you'd imagine, a company that places this much attention on historic accuracy has been welcomed with open arms by fashion conscious boat types with these trendy canvas pumps being no exception.

Available in sizes 39-44 with a choice of matching stitching on the ecru (pictured) or a contrasting colour on the black and navy versions.

The vulcanised rubber sole should see you through many seasons of boating while the moulded toecap will be a welcome relief for your little piggies from those inevitable toe stubs on deck hardware. **Neil Singleton**

**Contact** [www.northseaclothing.co.uk](http://www.northseaclothing.co.uk)

Uppers are made from cotton canvas, the sole and toecap is vulcanized rubber

## 5 OF THE BEST

### On-board gins

#### PLYMOUTH NAVY STRENGTH

This recipe first went to sea in 1793 with the Royal Navy and for 200 years no ship left port without a stash in the hold. Its 57% ABV strength gives it a kick and a smooth taste blended from seven botanicals. **Cost** £26 for 70cl

**See** [www.plymouthgin.com](http://www.plymouthgin.com)



#### DÀ MHÌLE SEAWEED

Impress your marina neighbours by inviting them to taste this unusual tipple. The small batch gin from Wales is infused with seaweed from the Celtic coast for three weeks, giving it a slight green hue and making it the perfect accompaniment to a

seafood supper.

**Cost** £30 for 70cl

**www.damhile.co.uk**



#### HALF HITCH

While its name comes from the historical and traditional rope knot used by sailors mooring up their gin-heavy barges alongside Camden Lock, its taste is exotic and modern thanks to a mix of botanicals that includes Malawian black tea, bergamot, wood, pepper and hay. **Cost** £39.95 for 70cl **See** [www.halfhitch.london](http://www.halfhitch.london)



#### MARTIN MILLER'S PREMIUM GIN

Pure Icelandic water is the base for Martin Miller's 10 selected botanicals. The result is a strong citric taste with a clean finish, which slips down all too well on a summer's day. **Cost** £25 for 70cl **See** [www.martinmillersgin.com](http://www.martinmillersgin.com)

#### CHILGROVE DRY

A relative newcomer to the world of gin, Chilgrove was launched just last year but is already making a name for itself as the official sponsor of Cowes Week. Eleven botanicals are blended together to give it a zesty freshness with peppery undertones, and it works particularly well in cocktails.

**Cost** £32 for 70cl **See** [www.chilgrovegin.com](http://www.chilgrovegin.com)



# OURBOATS

Top tips from real boat owners in the MBY fleet

## MBY'S FLEET

### PRESTIGE 500S

BREAKING BAD

NIGEL PICKIN, Port Hamble, UK

### AQUASTAR EXPLORER 67

ROMA

BOB THOMAS, Port Solent, UK

### SELENE 47

HIGH FLYER

TESSA TENNANT, Lymington, UK

### KARNIC BLUE WATER 2250

BOHEMIAN GIRL

HUGO ANDREAE, Poole, UK

### BÉNÉTEAU SWIFT TRAWLER 34

BLUE'S AWAY

JACK HAINES, Swanwick Marina, UK

### FAIRLINE PHANTOM 48

CORONA

KIERON WHITE, Ocean Village, UK

### DUCHY 27

ALCHEMY

PHYLLIS ROCK, Yarmouth, UK

### SEARIDER 45

FORMANDA

KIM HOLLAMBY, Haslar Marina, UK

### CORVETTE 320

FALCONET

DAVID MORRISON, Chichester Harbour, UK

### WINDY 37

SEVO

HARRY METCALFE, Port Saint Jean, France

### FLEMING 55

PLAY D'EAU

PIERS DU PRE, Guernsey

### GREENLINE 33

SOLAR WAVE

DAVID ALLEN, Rossiters Quay, UK

## NEXT MONTH

### FAIRLINE SQUADRON 78

MATCH II

JOHN WOLF, Port Vauban, France

What it takes to retrofit a hardtop



### JEANNEAU NC14

DIANA

JOHN BRUNYATE, Port Solent Marina, UK



## PRESTIGE 500S

# House swap

*Trading bricks and mortar for GRP and water, our new owners moved on board their Prestige 500S, for good*

My wife and I had been dating for just two weeks before we decided to buy a boat. We both had a bit of cash knocking around from successful divorces so a few quid flittered on a Larson Bowrider seemed like a good way to blow off some steam, as it were.

Like many families it has taken us some time to find our perfect boat. While our summers were filled with lazy days cruising the Falmouth River and Carrick Roads, Ann's children annoyingly continued to grow. This led to several upgrades from the Larson but when we moved up to a Prestige 390s we were sure that this would be a keeper. So when our local Ancasta office gave us an invitation to view the brand new Prestige 450 at the factory in France we happily accepted – it was just for a look around and a free lunch after all, what harm could come from that?

When we arrived in Les Herbiers in time for coffee and a personal tour of the facility we were confident in the knowledge that our combined willpower and self control would keep us in check; it would take more than a few glasses of champagne and steak frites to separate us from our hard-earned cash.

The deal was done by midday. Not, however, for the 450, as good a boat as



it was they'd gone and parked it next to a Prestige 500 and all the features that we longed for in a boat seemed to be present. We loved the space afforded for storage, the huge amidships master cabin with separate access was unique, and the boat was amazing value for money when compared to the obvious rivals.

We spent the rest of the afternoon specifying and fitting out our Prestige 500S. We chose the sportscruiser over the flybridge for a couple of reasons, firstly, we prefer the look and feel, secondly we don't have the weather to enjoy an outside helm for more than a few days a year, and when we have been

in a warmer climate we find that having a helm with a sliding sunroof keeps the UV at bay. We also preferred having a tender garage to a crew cabin and curiously at the time Prestige made these features mutually exclusive, the former to the 500S and the latter for the 500 fly.

The Prestige would come very well equipped with a good value Excellence Package, but we had great fun ticking as many other options as we could on the extras list – washing machine, dishwasher, air-con and heating along with some snazzy electric blinds and awning. We felt like kids in a sweet shop; to the dealer we must have been like fish in the barrel.

## BALANCING THE BOOKS

The excitement of the impulse purchase was soon countered by the realisation that we would need to make some lifestyle changes to afford such a luxury. We had just bought a depreciating 'asset' with running costs that were going to take every bit of our disposable income, and even worse we would need to work so hard now that we would likely never have time to use the boat!

On the way back to the UK, as we queried every line of the household budget desperately trying to squeeze out every last pound, it dawned on us that we were coming up short around £25,000 per year. We were almost





**Breaking formation  
in the Prestige fleet**

resigned to the likelihood that Ann's children would have to enjoy several years of state school when the penny dropped. The answer was staring us in the face – we would live on the boat and rent out our house as a holiday let. Genius! Well, perhaps not that genius when you consider that we let holiday homes across Cornwall and Devon for a living, so when I say staring us in the face, I mean nose to nose, front and centre!

We took delivery in October 2013 and enjoyed the most thorough two-day handover from Ancasta at its head office in Port Hamble. Seeing the boat in the water for the first time really dispersed any doubt that had built up as to whether we had done the right thing. The saloon seemed even more spacious than we remembered and the prospect of life on board suddenly became a very attractive proposition.

#### **PACKING UP AND PREPARING**

The next few months were spent readying our land-based home for public consumption. We have several clients on our books who let their homes in the South West through us while they enjoy their boats for the summer season, and now I really appreciate the effort involved. It was hard work but Ann and I thoroughly enjoyed the process, the chance to have a proper tidy up and declutter, a lick of paint here and some fresh furnishings there. There were however a couple of things that we had not considered, firstly we had transformed our home to a standard that would make it all the more hard to leave behind, but perhaps more troubling, what were we going to do with all of Ann's clothes and handbags?

With an attic full of once-worn dresses and fading family photographs



**How did the song go?  
Wherever I lay my cat,  
that's my home...**

we moved on to *Breaking Bad* as our first guests arrived in March 2014. With 35 weeks booked solid, this experiment was going to have to work.

Moving in day saw trolley load after trolley load transported from our truck to our hammerhead berth in Falmouth Marina but the boat just seemed to swallow it all up. The weather was still a little cool and we were happy that we had specified a warm air heating system with the boat – it worked perfectly warming the boat up within minutes.

The temperature soon took a turn for the better and it was time to start planning our boating activity for the season. We have always lived near our boats but a trip would always require some logistical planning, so living on your boat is a revelation. Wake up and it's warm and still? Just untie and go live somewhere else for a couple of days; can't get back because the weather has turned? Stay where you are and work from 'home'.

#### **LIVING ON THE WATER**

Year one saw us take extended trips across the Channel to Alderney and Jersey, then on to Brittany. Looking for better weather we worked our way south along the French coast, and it was as we entered the harbour at La Rochelle that we realised how much we were in love with our boating life.

We are now in our second year of living on *Breaking Bad* and loving every minute. Our finances balance without the need for any 'man maths' and I have even allowed Ann exclusive use of the third cabin as her dress and bag cupboard.

Buying this boat is perhaps the most irresponsible, frivolous and singularly fantastic thing we have ever done. It's made us reassess our lives and understand the importance of living for the moment. As a couple who enjoy boating in equal measures it keeps us focused on each other as we grow our skills and ability as a team.

Next year we plan to take a proper two-year break, our 'sabbatical'. We'll untie our 'house', set a southerly course and head for the Mediterranean, keyword; slowly. We hope to see some of you on the water. **Nigel Pickin**



**The spacious tender  
garage – preferable to us  
over a crew cabin**



**Home with a view  
now life is spent  
on the water**

SELENE 47

# A cautionary tale

*Cruising the low-lying islands of Holland isn't as straightforward as it appears*

I'm reminded of my dinghy sailing youth at Poole, when sandbanks kept moving and we seemed to spend a great deal of time aground; Holland's waters are the same, the channels are well buoyed but stray across that open expanse of tempting water at your peril! On this trip covering the beautiful Frisian Islands, as well as the east coast of the IJsselmeer, we have seen many red-faced skippers waiting patiently for

a kind-hearted yachtsman with a shallow draught to take pity on them and to tow their craft to deeper waters.

In our summer in the beautiful Netherlands, we have often commented how strange it is to be walking uphill to water. The locks are well controlled, but it's easy to imagine the havoc that would be caused if these banks were to be breached. Sometimes locks are on free flow, the rise and fall

varies considerably, and it's important not to get too complacent about how easy boating is in this area.

After an early start, we head out of Harlingen, a busy and attractive port on the east of the IJsselmeer, the hub of the thriving Netherlands sailing scene. We both eyeball the road bridge at the far end of the lock but reckon there is plenty of clearance. The lockmaster opens the gates, shows the green light

and we head off for an idyllic few days around the Frisian Islands.

I see it as it happens – and shut my eyes in the vain hope that that will prevent the inevitable contact. Our radar mast wallops the very solid bridge and crashes, dramatically, on to the deck. Lou, steering from the wheelhouse, had assumed we would clear it, as too had the lockmaster. However, the water level had increased upwards in the lock, rather than the decrease we were expecting, and we all misjudged our height by a couple of feet.

While the lock-keeper shouldn't have given us the green light, it was our fault for not concentrating and it will be an expensive mistake. Luckily, the heavy mast landed on our dinghy, missing the outboard, and the outside rails, and since it knocked three metres off our height, it made the rest of our cruising considerably easier. Every nightmare has a silver lining! It's the first time in ten years of cruising that we have done anything like this to *High Flyer*, and we are both really upset.

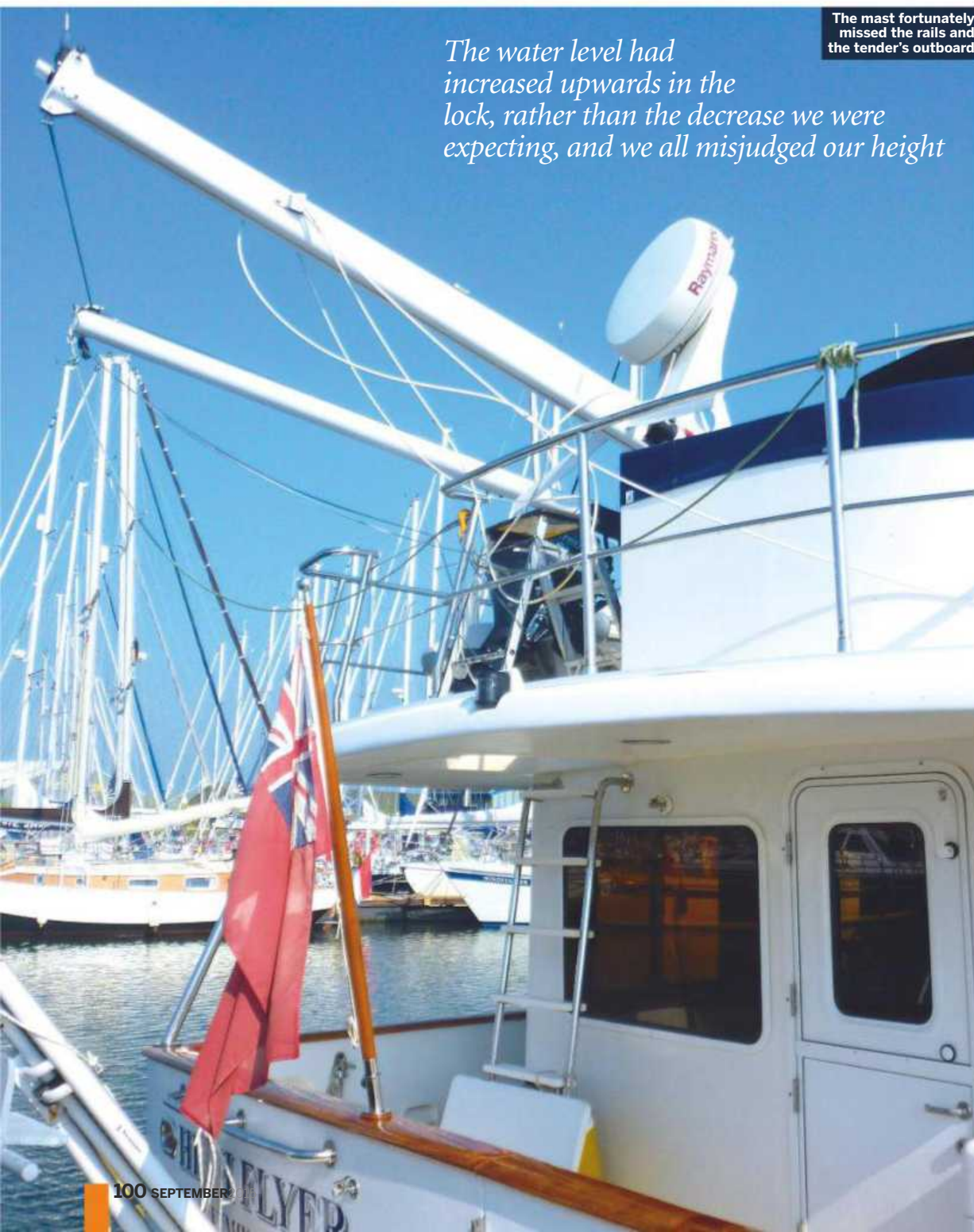
Having checked out the damage and leaving a slightly nervous lock-keeper behind us, we head to pretty Vlieland, the least spoil of the Frisian Islands. The village of Oost Vlieland has had a major makeover. The marina has been completely redesigned and the tree-lined village is charming with a good selection of tempting restaurants and shops.

Our plans to visit Workum and busy Makkum are abandoned since we draw too much, so we spend three lovely days in pretty Hindeloopen – moored in its large and superbly organised marina. It's a delightful place, with a couple of good restaurants and a fascinating skating and town museum.

Sadly it's time to head to our winter home at our Selene dealer's base – just a few miles outside Leeuwarden. For the first time, *High Flyer* will be in a snug shed for the winter. Lou has a hefty list of work to be done before we head to the Kiel Canal and the Baltic next season. The boat is nearly ten years old but looks fantastic – she has been well looked after and, of course, much used and loved. We have adored our time in the Netherlands and it has exceeded all our expectations – the sun has shone almost non-stop, we have visited picturesque and fascinating places, and been warmly welcomed everywhere. It's been another fantastic season. **Tessa Tennant**

*The water level had increased upwards in the lock, rather than the decrease we were expecting, and we all misjudged our height*

**The mast fortunately missed the rails and the tender's outboard**





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What to look for aboard the best used boats



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2007 TO 2011, FROM £130,000

## Prestige 42S

*A highly specified French sports cruiser with a superb layout*

**D**on't be fooled by its 43ft hull length, the Prestige 42S has plenty of features that are normally associated with much larger sports cruisers. Take the optional glass doors, which turn the cockpit into a fully enclosed main deck saloon, or the full-beam master suite, just two examples of how this boat successfully punches well above its weight.

The foundation is a Michael Peters designed hull that began life in 2006 as the 42 Fly. In keeping with the Prestige tradition,

Jeanneau waited a year before chopping off the flybridge and offering the 42S as a sleeker hardtop sports cruiser.

Both models had a strong run until 2011, when the range was rebadged as the 440, following an interior redesign that featured matte finish wood surfaces, darker flooring and a new choice of fabrics. It wasn't until 2013 that the hull was completely discontinued to make way for the Prestige 420, with its separate interior staircase leading down to the master suite.

*The Prestige 42S has plenty of features that are normally associated with much larger sports cruisers, such as a full-beam master suite*



# INSIDE THE PRESTIGE 42S

SEE THE VIDEO



mb.com/p42s



The helm seat offers a good view out and just enough space for a second person to sit beside you



The lower saloon converts into a third double bed but lacks overhead blinds on the skylights



The lower galley is a little short on elbow room and food preparation space



Owner's ensuite is compact but practically arranged



Full-beam master suite is the star feature



Good sized bed in the forward guest cabin



The day heads can also be used as a guest ensuite



#### DINETTE TABLE

The main table in the saloon is meant to drop down into the seat recess to create a third berth, but on the model we viewed it had seized up from lack of use.

#### SALOON SKYLIGHT

If you want to use the saloon as a third cabin, you should consider fitting blinds or a cover to keep the daylight out in the mornings.

#### CANVAS COCKPIT COVER

The standard fit cockpit cover requires a lot of stretching and pulling to put up, and as a result zip handles and poppers can easily get broken off.

#### PORTHOLE FRAMES

The aluminium porthole frames have a powder coating, which can lift off over time, so these may need refinishing.

## I BOUGHT ONE!

### I bought my second Jeanneau Prestige – Kirkjuvagr – from new in 2008.

She's a 42 Fly, my fourth Jeanneau and we've done 220 engine hours on her. If truth be told, I wouldn't bother with the flybridge – I do my boating in Scotland and I rarely use it. It's such a good sea boat, if you have to be stuck in the Pentland Firth in a Force 7 this is the boat to be on.

The fly-by-wire controls are great; the handling is just so light and easy to work with. I've been over to the Orkneys and down the Caledonian Canal, but my roughest trip was when I brought it back from the dealer in Largs. We did Campbeltown to Kirkwall via the Mull of Kintyre in 12 hours, but you could do the whole West Coast of Scotland in a day if you wanted to.

I've got the twin 425hp Cummins engines, which are so quiet you could almost sleep on them. It can do 31 knots flat out, but I never do that when cruising because it gets too expensive. I usually do 24.5 knots, which equates to about 100l/h (0.88mpg).

My flybridge boat comes with the sliding glass cockpit doors as standard but I've upgraded the bed springs. For my next boat, I'm looking to trade up for a larger, deep-draughted fishing vessel. I've been on a Prestige 42S in Kirkwall, but the IPS joystick controls are almost too easy to use, there's just no skill required. **Jim Croy**



## Between 2006 and 2013 Jeanneau's Nantes factory was churning out 42s at a rate of more than one per week

No less than 450 examples of the original 42 and 42S models were built between 2006 and 2013, meaning that Jeanneau's Nantes factory was churning them out at a rate of more than one per week.

And while there is no denying that this is clearly a mass-produced boat, there are still plenty of premium flourishes to appreciate, particularly below decks.

### FULL-BEAM FINERY

Sports cruisers can often feel rather tight below decks, but this couldn't be further from the case with the Prestige 42S. It's hard to imagine a finer owner's cabin in a 42ft hull without going down the aft-cabin route.

The diagonally-mounted double bed allows enough room on either side for both people to get in and out of bed

without waking the other – a practical feature that Jeanneau has discarded on the recently-launched Prestige 420 in favour of a private staircase to the master cabin.

The ensuite is tucked in just behind the vanity unit and, when new, buyers could specify a 22in TV on the bulkhead as an optional extra. A full-height wardrobe caps off this smartly designed area, which only has one downside in the form of restricted headroom around both sides of the bed – a problem that is eased by the floor recess at the foot of the bed, allowing taller owners to stand up straight.

The second cabin in the bows also makes a strong case for being used as the master cabin, with better headroom and only slightly less storage space. It also enjoys private access to the day heads next door.

## DATA FILE

**Type** Sports cruiser

**In build** 2007 to 2011

**Designer** Michael Peters

**Hull type** Planing

**RCD category** B for 10 people

**Current value** £130,000 to £210,000

**Length overall** 43ft 9in (13.36m)

**Beam** 13ft 7in (4.16m)

**Draught** 2ft 11in (0.9m)

**Displacement** 9.35 tonnes light

**Fuel capacity** 202 gallons (920lt)

**Water capacity** 80 gallons (400lt)

**Performance** 35 knots with twin Volvo Penta IPS500 engines

**Cruising range** 175 miles at 26 knots with 20% reserve.

## THE COSTS

**Servicing (inc labour & VAT)**

**Twin 370hp Volvo Penta IPS500 pod-drive engines** £1,327.20

**Replacement parts (inc VAT)**

**Raw water pump** £786.00

**Injectors** £646.80

**Starter motor** £694.80

**Alternator** £781.20

## SURVEYOR SAYS

The Prestige 42S encapsulates the Jeanneau building philosophy of building the best possible boat at the minimum possible cost without sacrificing quality. This has been achieved by designing it to be built efficiently rather than by skimping on the materials. The outcome is a very solid and seaworthy motor yacht that will provide dependable service for many years, providing the owner treats her with due care and keeps to the maintenance regime of the equipment and engine suppliers.

Over the years, I have found nothing significant that relates to a building or design defect, and the few issues that I have found have been attributable to normal wear and tear, accidental damage or lack of maintenance by a previous owner.

**Jim Pritchard, Yacht Surveyor**

**Tel** +44 (0)23 8045 5544

**Email** survey@jimpritchard.co.uk

**Web** www.jimpritchard.co.uk

To protect this boat with **Coppercoat** multi-season antifoul would cost £1,120 (ex VAT)



The lower saloon is between the two cabins and packs in enough seating space for six to enjoy a meal on the starboard dining table. The table is also designed to drop into the recess and create a large single berth, although on the model we tested it had seized up from lack of use. The skylight overhead ensures this is a bright space during the daytime, but the lack of a built-in blind may not prove so popular with anyone sleeping here.

Galley facilities are perfectly adequate, with a three-burner gas hob, microwave and fridge-freezer fitted as standard. A ceramic hob and dishwasher were offered as optional extras. However, there are a few drawbacks, such as a lack of elbow room and preparation space, since the chef is hemmed in by the TV cabinet.

### DRIVER'S DELIGHT

One of the key differences between the 42S and its Flybridge twin is that this coupe model was the first Prestige to come fitted with Volvo Penta's IPS pod drives as standard. Such was Jeanneau's faith in the new IPS500 pods that no shaft or sterndrive alternatives were even offered.

Ten years on and problems have been few and far between, with the worst gripes focused on its tendency to default into a 'limp home' mode as a result of a software crash, which can be easily remedied.

Along with improved fuel consumption and lower noise and vibration levels, the big upside is simplified berthing manoeuvres.

The twin IPS500 engine installation is easily accessible from underneath the garage



The joystick control system takes care of all the hard work by juggling the gears, throttles and steering while you simply point and twist the joystick in the direction you want to go to achieve the kind of precision that would normally take years of experience to master. So much so, one Prestige owner we spoke to claimed that the IPS system was almost too easy and made him feel guilty as it takes the skill out of berthing.

Out on the open water, the full 370hp from each engine translates into a

claimed top speed of 35 knots, although 31 knots is more realistic on a day-to-day basis. And once back in the marina, engine access is excellent, with a large hydraulic panel in the tender garage letting you get at most of the key service points, and a second hatch under the transom steps to facilitate more fiddly jobs.

### FIT AND FINISH

One of the main criticisms levelled at the big French yards is their tendency to sacrifice build

**MY TAKE:** Don't be fooled into thinking that the lower purchase price of the 42S means it's an inferior boat to its British-built rivals. These early Prestige hulls are commendably solid and soft riding even if the interior finish wasn't quite on a par with the best. **Hugo**



The tender garage sits flush with the bathing platform, making it easier to load



quality in favour of value for money. That isn't reflected in the solidity of the hull, mouldings or engineering, all of which stand up well to the test of time, but there was some evidence of it in the fit out of the model we inspected.

The hinge on the vanity unit in the master suite had come loose, four of the overhead bulbs needed replacing and many of the drawer fasteners didn't sit flush to the veneer. Thankfully, all of these can be easily and cheaply remedied and shouldn't affect your overall enjoyment of the boat.

Prestige models are renowned for coming with most items as standard, such as a bow thruster and teak decks, but the 42S did come with one very significant optional extra in the form of glass sliding doors at the rear of the cockpit. These cost €7,785 (£5,600) when new, which might have seemed like a lot to pay but it would have been money well spent, as the canvas alternative is quite a hassle to fit.

On the model we viewed, the plastic windows had shrunk in the Mediterranean heat, making it almost impossible to attach all the fastening poppers and manhandle the zippers into place – worth bearing in mind if it's a straight choice between a second-hand model with a canvas cover and one with sliding glass doors.

#### PERFORMANCE AND HANDLING

As is so often the case, these minor gripes fade into the background once you get out on the water. Don't be fooled by the Prestige 42S's French heritage and Mediterranean design, this hull is more than capable of handling the rough stuff.

Prestige 42 Fly owner Jim Croy moors his 2008 model in Inverness and has tackled some of the roughest weather that Scotland has to offer, from the Orkney Islands to Tobermory, Oban and Largs, without so much as a single complaint about its seaworthiness.

This versatility shouldn't be all that surprising when you consider the sheer variety of hulls that Michael

The Michael Peters hull makes light work of choppy conditions



Peters has designed over the years, from military patrol vessels to heavy duty sportsfishers.

Fuel efficiency is another key advantage of a well-designed hull. Jim reckons on 0.88mpg from his shaftdriven Cummins-powered 42 Fly cruising at 24.5 knots, while our former sister magazine *Motor Boats Monthly* recorded an even more encouraging figure of 1.1mpg at 26 knots from an IPS500-powered 42S in January 2008.

Reviewer Justin Olesinski called the ride "comfortable yet still lively", and given the reputation that comes with his family name, we're inclined to agree. What's more, the dramatic flare of this deep-vee hull helps to keep spray well away from the windscreen.

Speaking of the helm position, a flip-up bolster and fold-down footrest allow you to stand and pop your head through the sliding sunroof or sit down and close the hatch when the weather is less amenable.

Although the wide bench seat is designed to fit two, it is a bit of a

squeeze with a navigator alongside you. Nor is there much space for charts. Instead you'll have to rely on the Raymarine E120 chartplotter, which came fitted as standard.

As with all boats the Prestige 42S has its foibles but there is one thing that can't be argued and that is the sheer value for money it offers. When new in 2008, this model cost just over £250,000 and seven years later prices have tumbled to almost half that.

For a cruising couple who want to stretch their legs out on the open seas and still have enough room to accommodate guests in considerable comfort, you'd be hard pressed to do better and still get change from £150,000. **BUY**

**VALUE ★★★★★**  
**BUILD QUALITY ★★★★★**  
**ACCOMMODATION ★★★★★**  
**PERFORMANCE ★★★★★**  
**OUR VERDICT 85%**

**Next month** Nordhavn 40

## RIVALS

### Bavaria 42 HT

A keenly priced hardtop rival with IPS drives and huge cabin spaces.



### Sealine SC39

The last of this rare coupé model with a fully enclosed hard top. Late 2007 models from £140,000.



### Bénéteau Flyer 12

Another early IPS adopter with a fully enclosed saloon. Attractive coloured hull is prone to fading.



## WHAT'S ON THE MARKET



**Date 2008 Price £149,950**

**Located Swanwick**

Fitted with reverse cycle air-con and twin IPS500 drives with 420 engine hours. Featured in this article.

**Contact** [www.clippermarine.co.uk](http://www.clippermarine.co.uk)



**Date 2008 Price £160,000**

**Located Inverness**

One of the first generation flybridge models with twin 425hp Cummins shaftdrives, which have done 220 hours.

**Contact** [www.caleyboats.co.uk](http://www.caleyboats.co.uk)



**Date 2008 Price €220,000**

**Located France**

Another IPS model with a sunroof instead of a flybridge; 650 engine hours and air-con and passarelle.

**Contact** [www.star-yachting.fr](http://www.star-yachting.fr)

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# FIND ME A USED... Flybridge for under £150k

Words: Nick Burnham

## KEY CRITERIA

- Plenty of room to accommodate a family
- Practical living and driving spaces
- Value for money

## DATA FILE

**Length** 34ft 6in (10.5m)

**Beam** 11ft 0in (3.3m)

**Draught** 3ft 1in (0.9m)

**Displacement** 5.4 tonnes

**Fuel capacity**

142 imp gal (644 litres)

**Engines** Twin Volvo Penta

KAD32 170hp diesels

**FOR SALE** SWUK Marine Sales.

Web: [www.swukmarinesales.co.uk](http://www.swukmarinesales.co.uk)

MOTORBOATRATING



2000 £79,950

## Sealine F33

✓ Terrific packaging and plenty of positive attributes

✗ Tall superstructure and stern drives occasionally challenging

Sealine hit the spot in 1994 with the 330 Statesman/F33 – the same boat but re-badged when Sealine simplified model names to 'F Series' for flybridge, 'S Series' for sportscruisers and 'T Series' for larger yachts. The formula was a winner: a British built, twin diesel, two cabin flybridge boat for about £100,000. It created the perfect step for anyone moving into flybridge cruising for the first time and Sealine sold over 300 of them in just short of a decade.

### INTERIOR

Based on the Sealine S34, packing a two-cabin flybridge on to this hull was bound to involve a degree of compromise but the packaging is so clever that it is barely noticed. The galley in the saloon is the most obvious example, but even that works surprisingly well, giving the cook a great view out.

### EXTERIOR

Sealine was always noted for its innovative ideas, and the F33 is no

exception. One of the first boats to incorporate proper stairs to the flybridge rather than a basic ladder, it also has a clamshell cockpit overhang to store the canopy and a locker in the ceiling for the cockpit table.

### ENGINE

The vast majority of F33s run a pair of 170hp Volvo Penta KAD 32/dp diesels, but a few boats have the straight six AQAD 41 200hp motors. Mercruiser 180hp diesels were another option – more popular on the earlier boats, they

now tend to command a slightly lower second-hand value.

### PERFORMANCE

Expect 25 knots from twin KAD 32 engines and the Mercruisers, the larger AQAD 41 motors pushing 30. The S34 hull is one of Sealine's better offerings of the era so the ride is good, but the additional top hamper windage means you'll be using the trim tabs to maintain an even keel in crosswinds and, due to stern drives, means a bow thruster is a very desirable option.

Flybridge offers triple seat plus a sunpad



Offset double berth in forward cabin



The helm, with the galley in the saloon opposite

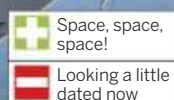
Sliding door connects saloon to cockpit





1990 £105,000

# Fairline 50



## DATA FILE

**Length** 53ft 2in (16.2m)

**Beam** 14ft 11in (4.5m)

**Draught** 3ft 6in (1.1m)

**Displacement** 17.3 tonnes

**Fuel capacity**

154 imp gal (700 litres)

**Engines** Twin Volvo Penta TAMD

122B 480hp diesels

**FOR SALE**

James Watt Dock Marina. Web:

[www.jameswattdockmarina.co.uk](http://www.jameswattdockmarina.co.uk)



**S**uperyacht league back in the 80s, this Fairline 50 was the proud flagship of the range and demonstrates once again just how much high-quality boat you can buy if you're prepared to push the age boundaries a little. The angular grey superstructure and squared off transom dates it more than a little, but it is still a well proportioned and good looking craft. They were built like tanks too, so as long as it hasn't been abused

(a survey should tell you) it ought to have plenty of life left in it yet.

## INTERIOR

As you might expect, a huge interior – bear in mind that this boat hails from an era where the 50 in its name was hull length to the transom, not to the tip of the bathing platform. The standard layout offered three permanent cabins plus an optional crew cabin beneath the cockpit seats, although losing the port guest cabin in favour of a lower dinette was a rare option.

## EXTERIOR

Built before flybridge stairs became the norm, you need to climb a ladder to reach the flybridge, but like everywhere else, there are acres of space once you get there. No transom door either on most boats, but they were introduced on 'Series II' boats from 1992 onwards.

## ENGINES

Volvo Penta and Caterpillar supplied engines for the 50 – twin installations, mostly TAMD 71A&B and 72 (358/380/430hp) from the former,

3208TA (375 or 425hp) from the latter. A few boats got TAMD 122B motors at 480hp each.

## PERFORMANCE

Our featured boat is blessed with a pair of the largest TAMD 122B engines which should push this beast past 30 knots! The smaller ones are good for mid 20s.



Upper helm station with accompanying navigator's seat



Saloon table folds and lowers



Updated Raymarine electronics at the lower helm

Useful sideboard in forward port corner of saloon



1971 £19,950

# Moonraker 36

Still a great looking boat and very cheap  
Always get a survey on boats of this age

## DATA FILE

**Length** 36ft 3in (12.5m)**Beam** 11ft 9in (3.6m)**Draught** 3ft 1in (0.9m)**Displacement** 7 tonnes**Fuel capacity**

200 imp gal (910 litres)

**Engines** Twin Perkins

T6.354 175hp diesels

**FOR SALE**

Network Yacht Brokers Dartmouth.

Web: [www.networkyachtbrokers.co.uk](http://www.networkyachtbrokers.co.uk)

MOTORBOAT RATING



Something of a classic today – the Moonraker 36 was initially launched in 1970 by Buxton Marine Services at Bell's Boatyard in Brundall on the Norfolk Broads and launched at the Southampton Boat Show with a price ticket of just £8,950.

None other than Colin Chapman of Lotus Cars fame bought the moulds a couple of years later, setting up JCL Marine and continuing to build the boats in the same location. Originally

offered sans flybridge, the Moonraker was available in two formats – aft cockpit and aft cabin. Both versions had an open backed wheelhouse before the former was dropped, a flybridge was added and the centre cockpit enclosed to create a saloon.

Production ceased in 1980 but interestingly a new company (DC Marine) re-started production in 1987, building a further five craft called the Moonraker Super 36. By then the price had crept past £100,000.

### INTERIOR

Belonging to the current owner for a staggering 31 years, the example you see here actually started life without a flybridge; it was retrofitted in 1981. Like most Moonrakers, accommodation comprises of a vee-berth forward, a converting dinette and a separate ensuite aft cabin – in this case with a pair of single berths (a double berth in the aft cabin was also available).

### EXTERIOR

A sharp looking boat in its time, the

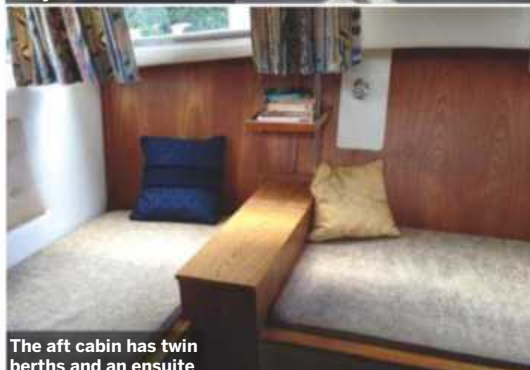
Moonraker still has something about it today. Exterior living space is shared between the deck over the aft cabin and the flybridge, low wide side decks aiding marina work.

### PERFORMANCE

Shaftdrive configuration put the engines toward the centre of the boat. Originally standard were 98hp diesels, but Perkins were soon offered, raising the top speed to 17 knots (twin 145hp) or 22 knots (twin 175hp). Ford or Cummins power was also offered.



The flybridge helm is fairly basic but functional



The aft cabin has twin berths and an ensuite



The dinette in the saloon converts to a double berth, and there's a vee-berth in the bow

A sturdy serious wheel is at the lower helm

**MY CHOICE** An eclectic choice for you this month.

Both the Moonraker and the Fairline demonstrate just how much sheer real estate you can buy for (relatively) little money. The Sealine F33 is the ultimate compact flybridge cruiser, ticking the most boxes for the least cash. But when Sir Editor Hugo of Andraea handed me this month's gold envelope containing the simple missive 'Flybridge – max £150K' I knew instantly which boat I'd choose – a Princess 38. **Nick Burnham**



2000 £132,500

# Princess 38

It is a real Princess  
Single heads; equivalent Fairline 38 offers two

**DATA FILE****Length** 39ft 10in (12.1m)**Beam** 12ft 9in (3.9m)**Draught** 3ft 1in (0.9m)**Displacement** 10.5 tonnes**Fuel capacity**

220 imp gal (1,000 litres)

**Engines** Twin Volvo Penta TAMD

63P 370hp diesels

**FOR SALE** One Brokerage.Web: [www.one-brokerage.co.uk](http://www.one-brokerage.co.uk)**MOTORBOAT RATING**

**Y**ou can't buy a new Princess for less than a quarter of a million pounds these days, but it wasn't always that way.

Hard to believe now, but in the early 90s the range started at 26ft and £50,000, and there was a plethora of sub-40ft flybridge models to choose from. By the end of that decade the inexorable rise upmarket had begun, but there was a single sub-40ft boat remaining, the Princess 38. Launched in late 1998 and in

build for five years, it marked the final sub-40ft flybridge cruiser from this marque.

**INTERIOR**

As ever, the great news about this baby Princess is that no corners were cut in quality, so you benefit from the same superb high gloss cherry finish as seven-figure Princesses of the era. The layout is entirely conventional, with a double forward, twin bedded guest cabin to starboard and comfy main saloon, plus roomy galley and heads.

**EXTERIOR**

Despite its (by Princess standards) compact dimensions this was a great looking boat in its day, and remains so today, nearly 20 years after launch. Practical too, with its wide side decks, flybridge stairs (rather than the ladder of its 360 predecessor) and cockpit engine access.

**ENGINES**

Twin KAD 44 EDC engines were offered, I suspect mainly to keep the starting price low. In practice, only three of the

118 boats built had these engines, the rest got twin TAMD63 motors in either 'L' (318hp) or 'P' (370hp) guise.

**PERFORMANCE**

The 63L engines should get you close to 30 knots, the 63P ought to reach it. Shaftdrive puts the engines under the saloon and props under the cockpit, giving a well balanced planing attitude and predictable low speed handling.

Converting saloon seating increases sleeping capacity to six



The master cabin in the bow



Open-plan living means the galley and helm are both part of the action



Large Raytheon chartplotter completes the smart helm



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**PRINCESS 85MY** 2011  
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**PRINCESS 72MY** 2013  
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PB1172



**PRINCESS 61** 2006  
£490,000  
PB1124



**PRINCESS 60** 2012  
£950,000 EX VAT  
PB1173



**PRINCESS 52** 2013  
£775,000  
PB1175



**PRINCESS 50** 2003  
£239,000  
PB1168



**PRINCESS 45** 2001  
£200,000  
PB1123



**PRINCESS V70** 2008  
€975,000  
PB1169



**PRINCESS V56** 2010  
£550,000  
PB1179



**PRINCESS V42** 2013  
£299,000 EX VAT  
PB1136



**PRINCESS V42** 2002  
£155,000  
PB1181

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€795,000 EX VAT | PD0231



Guardian  
Approved

**AQUASTAR 57** 2011  
£750,000 | GA0242



  
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Approved

**PRINCESS V52**

2013

£599,000  
PA0272



Princess  
Approved

**PRINCESS 58**

2008

£499,000  
PA0237



Princess  
Approved

**PRINCESS V45**

2008

£269,000  
PA0263



**FAIRLINE SQUADRON 42**

2013

£389,000  
PD0259



**PRINCESS V65**

2006

£439,000  
PD0194



**PRINCESS V58**

2005

£249,000  
PD0209



**REGAL 4060 COMMODORE**

2008

£139,000  
PD0210



**BENETEAU ANTARES 12**

2008

£129,500  
PD0238



**FAIRLINE TARGA 34**

2005

£99,750  
PD0251

Istanbul

Bodrum

Ibiza

Menorca

Portugal

Switzerland

North Germany

### TARGA 34 | 2003

£99,500 VAT Paid



- Volvo Penta kad 300 engines
- Auto pilot
- Teak cockpit flooring
- 4hp bow thrusters

WALES: +44 (0)1758 703013

Hull colour - Blue

### TARGA 38 | 2012

£239,995 Ex Tax



- 2 x Volvo D4 – 300hp
- Garmin Radar plotter
- Drying out legs
- Full service history

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

### TARGA 38 OPEN | 2013

£289,950 VAT Inc.



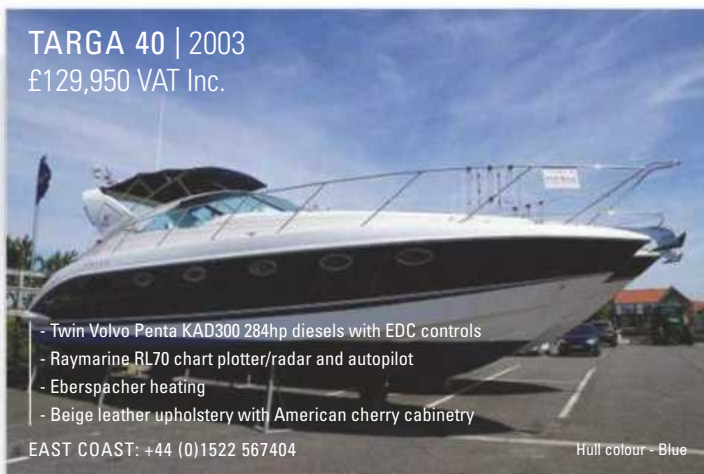
- Twin Volvo Penta D4-300hp diesel engines
- Blue mood lights
- Bow thruster
- Teak cockpit

EASTBOURNE: +44 (0)1323 470066

Hull colour - Blue

### TARGA 40 | 2003

£129,950 VAT Inc.



- Twin Volvo Penta KAD300 284hp diesels with EDC controls
- Raymarine RL70 chart plotter/radar and autopilot
- Eberspacher heating
- Beige leather upholstery with American cherry cabinetry

EAST COAST: +44 (0)1522 567404

Hull colour - Blue

### TARGA 48 OPEN | 2015

£595,000 VAT Paid



- Twin Volvo Penta IPS600 D6-435 diesel engines
- Powered hydraulic submersible bathing platform
- Air conditioning tropical
- Hydraulic winch & roller system

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

### TARGA 50GT | 2012

£499,995 VAT Paid



- Twin Volvo Penta D9 575
- Garmin GMR 404 radar with open array scanner
- Large pneumatic opening hard top to saloon
- Upgraded brown leather to sofa and chaise long

WALES: +44 (0)1758 703013

Hull colour - White

## SALES OFFICES

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[www.fairline.com/eastcoast](http://www.fairline.com/eastcoast)

**TARGA 52 | 2008**  
£262,500 VAT Paid



- 2 x Volvo Penta D12 775
- Navigation centre
- Teak cockpit
- Sundeck and aft sundeck

CHANNEL ISLANDS: +44 (0)1534 737537

Hull colour - Blue

**PHANTOM 43 | 2001**  
£164,950 VAT Inc.



- Twin Volvo Penta TAMD74P 480hp diesels with EDC controls (388 hours)
- Raymarine RL80C chart plotter/radar, autopilot, bow thrusters and air conditioning
- Eberspacher heating with 7 day timer
- New saloon upholstery and carpets throughout June 2012

EAST COAST: +44 (0)1522 567404

Hull colour - White

**PHANTOM 50 | 2008**  
£349,950 VAT Paid



- Twin Volvo Penta D12 EVC-715hp diesel engines
- Air conditioning
- Full Mediterranean specification
- Generator

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

**SQUADRON 55 | 1999**  
£268,000 VAT Paid



- Twin Volvo Penta TAMD 122P EDC 610hp diesel shaft engines
- 11 KVA HFL Generator
- Hydraulic Passerelle
- Raymarine autopilot, dual stations

EASTBOURNE: +44 (0)1323 470066

Hull colour - White

**SQUADRON 55 | 2009**  
£558,995 VAT Paid



- Twin Volvo D12 800hp diesel engines
- Bow & stern thruster
- Generator - Cummings Onan
- Heating - Webasto

SOUTHAMPTON: +44 (0)1489 576888

Hull colour - White

**SQUADRON 55 | 2001**  
£199,950 VAT Inc.



- Twin Volvo Penta TAMD122P 600hp diesels
- Bowthruster, generator and air conditioning
- Chartplotter, radar and autopilot
- Bose surround system, ice maker and hydraulic passerelle

EAST COAST: +44 (0)1473 225710

Hull colour - White

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## WINDY 52' XANTHOS

**£499,000**  
due Lymington



Stunning 2008 one-owner from new 52 Xanthos with 270 hours on twin D12-800 775HP Volvo Pentas. Highest spec. ever! Hydraulic platform, tropical air-co, bow & stern thrusters, full teak, aft sofa, all upgrades inc. freezer, 13.5 Onan, washer/dryer. Sensational sea-boat and much envied.

## WINDY 48' TRITON

**£750,000**  
Lymington



This 2014 Windy 48 Triton is full option and has run nearly 25 hours on her twin IPS-600 Volvo Penta diesels. Air-conditioning, full Raymarine E radar/plotting suite, heating, demist, upgrade Onan generator, satellite TV and Volvo Dynamic Positioning system.

## WINDY 42' GRAND BORA

**£185,000**  
Lymington



With two owners from new, this muscular six-berth performance Windy is a potent mix of huge cockpit, tender garage, first-class Norwegian craftsmanship and elegant styling. Twin D6-350s (420 hrs), gen., blue hull stripe and new teak.

## WINDY 37' GRAND MISTRAL OPEN

**£164,950**  
Lymington



Pristine and rare 37 Grand Mistral Open on twin Volvo Penta D4-260s (c.400hrs), heating, oven, blue stripe & Sunbrella fabric. Sensational Windy hull with four berths and sparkling performance – always UK and still in original ownership.

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2 x 250 Yanmars & 2 x 260 Volvos  
**£139,000 & £154,950**



**2011 Swift tralwer 34**  
425 Cummins with 130 hours only !!  
**£153,000 EX VAT** Hythe Marina.



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**Botnia targa 27 2000**  
1 x 44 EDC 260 hp with just 450hrs  
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**2007-8 Viking Marin 285**  
2 x 230 Yanmars on Shafts. Bow prop, great walkaround  
decks, with 4 Berths. Ashore Southampton. **£119,500**



**Nimbus 370 1994,**  
2 x 200 Volvos LOTS of recent work and kit.  
**Must be viewed. £89,950**



**2005 Broom**  
39K 2+2 coming to Hythe soon,  
full spec on website **£179,000**



**Jeanneau Prestige 390 S 2010 -11**  
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**1997 Nimbus 340 Coupe**  
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see **VIDEOWALK £78,000**



**2009 Nimbus 365**  
1 x 370 Volvo D6, super cruising boats  
clever deck design, see website **£179,000**



**Broom 44 Hardtop**  
full refurbish, stunning, built 1991  
2 x Volvo 280's 11 kva generator **£129,500**



**1997 Storebro 500**  
Stunning craft. VERY full kitted Scandinavian top Quality here,  
Hythe, check website **£295,000**

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**£749,000** PRINCESS V53  
Lymington

**£415,000**  
Lymington



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Pristine one-owner 2009 Princess V53 on the largest 775HP Volvo Penta diesel option (246 hrs). Hardtop version, 2 Eberspacher heaters, Serotina Cherry joinery/ Midnight Sky galley, Williams 325 (17 hrs). Only UK example in the market!

## GRAND BANKS 42' EUROPA

**£229,000**  
Lymington

## VORTEX 47'

**£395,000**  
Sussex, due Lymington

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**£217,500**  
Essex

## ATLANTIC 42'

**£185,000**  
Chichester



PRICE REDUCED

Much admired, often copied, never bettered. These wonderful motor-yachts offer solid sea-keeping, the best joinery in the business (just admire the parquet floors) and are famously tough on the deep blue. Gold-dust in Europa format at this length.



Beautifully refitted semi-displacement mile-muncher – this Vortex 47 which must be seen to be fully appreciated. Brand new Ray nav. kit, linings, sparkling rebuilt Detroit, new teak, paint, windows and frames – simply stunning and built like a tank.



An exceptional full option 42MY on CAT 375s from 1997 in diligent ownership. Gleaming brightwork, beautiful interior joinery and that superb aft cabin. Worth the trip, must be viewed in the flesh, since these are very rare beasts.



Exquisite Holland Yachtbouw 42 with blue hull, teak cockpit, washer/dryer, bow/stern thrusters, generator, heating, twin 63Ps @ 370HP with 346 hours. Very clean and well presented – just polished, painted, anoded and ready to launch.

## TRADER 42'

**£225,000 VAT not paid**  
Lymington

## DALE NELSON 38' AFT CABIN

**£225,000**  
Southampton

## NORDIC TUGS 32'

**£199,950**  
Poole

## NAUTICAT 331 TSDY

**£119,500**  
Lymington



Trader/Castro pedigree is all over this mint 2008 two cabin model. Spotless machinery, Tardis-sized interior with fantastic ensuite fore-aft double cabins, and massive build. Cummins 380s @ 410 hrs, gen., inverter, heating and elevated exterior helm.



Cracking 2001 build Dale Nelson 38 aft cabin. Recent Raymarine plotter suite, HD radar, autopilot, beautiful blue hull, full good teak decks, low hrs on twin Yanmar 420HP diesels, bow-prop, cutters, Eberspacher heating, davits. Sublime sea manners, and drop-dead gorgeous.



Absolutely pristine 2010 one-owner example with 343 hours of this super-versatile US-built Nordic Tugs single screw cruiser. Generator, heater, defroster, autopilot, etc. – huge range and 17 knots on tap. Great build, handsome looks.



PRICE REDUCED

Now ashore in Lymington, this delightful and immaculately-presented 2001 Nauticat has just been reduced in asking price. With full recent nav. gear, twin 40 HP Yanmars, heating, two great cabins, Coppercoated and with safe, easy decks to work. Stunning joinery and great value.

## 2016 Bavaria Sport 450 Coupe

### Available from £337,000 INC VAT

This is a brand new model for Bavaria and will be first shown at the Southampton Boat Show in September. She is available in 2 or 3 cabin arrangements and with several engine options including IPS drives. Available from just £337,000 INC VAT she represents incredible value for money mixed with typical German attention to detail and build quality.

**Please call Ben Nichols on 07825 747 652 to arrange a viewing.**



**2015 BAVARIA SPORT 300** Call Swanwick  
1 x Volvo 380hp Petrol **£115,486 INC VAT**



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**2013 BAVARIA SPORT 32** Contact Swanwick  
2 x Volvo D3-220 **£154,950 VAT PAID**



**1990 SEALINE 365** Call Swanwick  
2 x Volvo KAD44 **£54,950 TAX PAID**



**2006 FAIRLINE TARGA 40** Contact Swanwick  
2 x Volvo D6-350 **£149,950 VAT PAID**



**1998 SEALINE S28** Contact Swanwick  
2 x Volvo KAD32 **£44,950 VAT PAID**



**2015 BAVARIA SPORT 400 COUPE** Contact Swanwick  
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**2013 SEALINE SC35** Contact Swanwick  
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2008 PRESTIGE 38S Contact Port Solent  
2 x 320hp Cummins **£139,000 VAT PAID**



2006 PRESTIGE 34 Contact Poole  
2 x Volvo D4-260 **£84,950 VAT PAID**



2011 BAVARIA SPORT 28 Contact Swanwick  
2 x Volvo D4-260 **£74,950 VAT PAID**



2006 BAVARIA SPORT 42 Contact Swanwick  
2 x Volvo IPS500 **£149,950 VAT PAID**



1997 FAIRLINE PHANTOM 43AC Contact Port Solent  
2 x Volvo TAM63P **£139,950 VAT PAID**



2003 FAIRLINE PHANTOM 40 Contact Swanwick  
2 X VOLVO TAM63P **£159,950 VAT PAID**



2002 PRINCESS 61 Contact Swanwick  
2 x MAN D2848 **£359,950 VAT PAID**



2005 BAYLINER 325 Contact Poole  
2 x Cummins 4.2 Diesels **£69,950 VAT PAID**



2001 DORAL 250 SE Contact Poole  
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1999 FAIRLINE TARGA 34 Contact Poole  
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2003 AZIMUT 39 Contact Swanwick  
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£ 449,500 Tax Paid

2011 – Beautiful British built boat offering great performance from her twin Volvo D13 900hp diesel engines and luxurious accommodation with the three cabin layout with dinghy garage.

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Swift Trawler 50 | £ 573,813 Tax Not Paid

Call: +44 (0)1273 673 232

2015. Fantastic Southampton Show Boat offer available on this boat! She will be available early August 2015.



Fairline Phantom 48 | £ 299,950 Tax Paid

Call: +44 (0)1803 752 498

2008. Simply stunning, offering luxurious accommodation for seven persons in three cabins with full beam master and crew cabin.

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11-20 SEPTEMBER 2015

The **ALL NEW Gran Turismo 40**  
Debut at the Southampton Boat Show book your appointment to view  
[ancasta.com/SBS15](http://ancasta.com/SBS15)



## Events:



Southampton Boat Show. 11th – 20th September 2015.

More info and to book your appointment to view visit [www.ancasta.com/SBS15](http://www.ancasta.com/SBS15)

Cannes Yachting Festival. 8th – 13th September 2015.

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Sealine SC35 | £ 170,000 Tax Paid Call: +44 (0)1243 885 380  
2012. Owned by one extremely fastidious owner from new on a "no expense" spared basis with a full service history, she is in excellent condition.



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1998. Highly acclaimed motor yacht from Bridgend Boat Company with outstanding seakeeping qualities and generous liveaboard accommodation.



Monte Carlo 37 | € 129,000 Tax Paid Call: +33 (0)442 05 88 88  
2007. She has 2 x 300Hp Volvo D4 and is the open version with two very roomy cabins and 1 heads.



Corvette 320 | £ 120,000 Tax Paid Call: +44 (0)1326 372 865  
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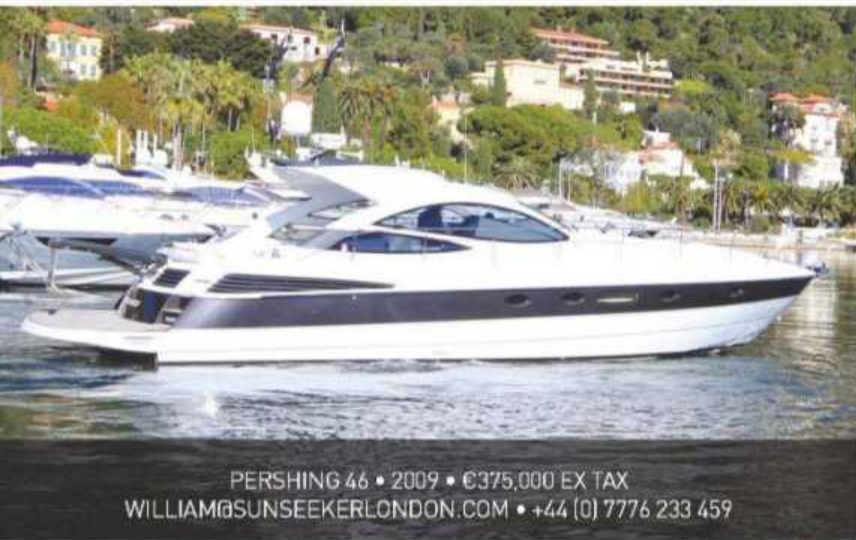
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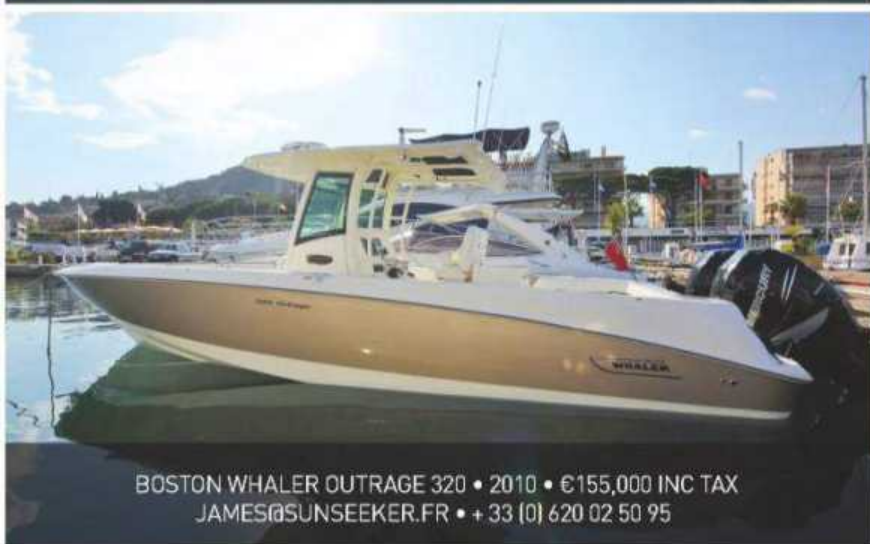
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## Boat Showrooms of Harleyford



**2009 Broom 395**, 2 x Volvo Penta D6 330hp per engine, Diesel, 6 Berth – Viewing by Appointment Only. **£239,950**



**1978 Princess 33**, 2 x Volvo Penta A0130 130hp Petrol, 6 Berths, Spacious saloon/deck great boat for family holidays. **£21,950**



**2006 Aquanaut 1150AK**, 1 x Perkins Sabre 135hp Diesel, 7 Berths, Bow Thruster, Boat Safety expires 2019. **£219,950**



**1979 Fairline Mirage 29**, 1 x 2005 Mercruiser 1.70TI 120hp Diesel, 5 Berths, Excellent condition. Perfect for extended cruising. BSC Expires 2018. **£17,950**



**1998 Broom 38CL**, 2 x Volvo Penta TAMD41P 200hp per engine, Diesel, Includes Generator, Bow thruster, Eberspacher heating, BSC expires 2018. **£122,500**



**1996 Bayliner 2655 Ciera**, 1 x Mercruiser 5.0LX Petrol 230hp, 4 Berths, this versatile sports cruiser is suitable for river and inshore coastal cruising. **£15,999**



**1993 Broom 36**, 2 x Mercruiser D4.2L Turbo 220hp Diesel, 6 Berths, Electro-Hydraulic Radar Arch, Bow Thruster. BSC Expires 2018. **£99,500**



**1989 Carver 2587 Allegra**, 2 x Mercruiser 5.7 V8 Petrol, spacious cabin and large open cockpit, Boat Safety Expires 2018. New Canopy 2014. **£12,950**



**1999 Rosebank 34**, 2 x Nanni 4.330 TDI Shaft Drive 115hp Diesel, 4/6 berths, 1 Owner from new, Boat Safety expires Dec 2016. **£74,950**



**1982 Relcraft Coral 23**, 1 x Volvo Penta 120hp, Petrol, 4 Berths. Boat Safety expires 2018. Ideal for Thames cruising. **£11,995**



**1995 Bounty Rive 34**, 1 x 2008 Nanni 4.5 50hp Diesel, 6 Berths in 3 Cabins. Ideal for extended cruising or family holidays. **£63,000**



**1977 Freeman 24**, 1 x Watermota Sea Tiger 1600 47hp Petrol, 4 Berths, classic cruiser fitted with traditional Freeman mahogany. **£9,950**



**2013 Ribeye 740SX Custom**, 1 x Yamaha 225hp Outboard, 70 hours on engine. Full Electronics package, Twin Axel Roller Trailer & Full Cover. **£46,995**



**1976 Birchwood 25** 1 x Ford CT Marine 1600 70hp Diesel, 5 Berths, Perfect cruiser for the Thames and for family holidays. **£7,500**



**1978 Babilja 36 Motorcruiser**, 1 x Mitsubishi Somofa 50hp Diesel, Dutch steel cruiser offering 7 berths, lots of storage space. **£25,800**



**2005 Wottens Fly Fishing Boat**, 1 x 2001 Mariner F5M Outboard 5hp and 1 x Electric trolling motor. Includes trailer and canopy. **£4,250**

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## Boat Showrooms of London



**2010 Princess 42 Flybridge**, Immaculate one owner example, twin Volvo D6 diesels. Very well equipped inc two luxury en-suite cabins must be seen. **£324,950**



**2000 Broom 38**, Fitted with twin Yanmar 250hp diesels. Lovely condition and only two owners from new plus she has nearly all of the options available. **£155,000**



**2004 Island Packet Express**, Great boat at a great price! A great spec & performance make this boat a fantastic weekend cruising boat. Well maintained. Twin Yanmar 370hp diesels on shafts. **£145,000**



**2006 Succes 115 ULTRA**, Dutch steel Cruiser New listing, beautiful condition with a full history and documentation. **£149,500**



**2005 Haines 320** A lovely example. Thames use only. 6 berth layout, single Nanni diesel. Very well equipped & great value at just **£92,500**



**2000 Stevens 1140**, Fitted with a single Perkins 135hp diesel engine with bowthruster, Heating and Generator, 6 berths in 3 cabin areas. **£139,950**



**2004 Aquanaut 1150 AK**, Superb steelboat, spec'd for liveaboard euro cruising. Massive equipment list, 2x Perkins diesels bow/stern thrusters, generator. 6 berths. **£179,995**



**2006 Soar Valley wide-beam barge**, Very spacious & very well appointed 60ft barge. 1 x Yanmar diesel. Ideal for live-aboard or cruising **£87,995**



**2005 Beneteau Antares 9.80**, Twin Nanni diesels. Excellent all-rounder in sound condition. Makes a great family cruiser with all mod cons. **£75,000**



**1991 Klass Mulder 13.50**, Very spacious & well equipped steelboat in lovely condition. 1x Vetus diesel. 7 berths. Diesel fired C/heating. Generator. **£69,950**



**1969 Ocean 30 Moonraker Class**, Rare chance to own a true classic whose condition belies her age. 6 berths, twin diesel engines. Well equipped & maintained.. **£28,500**



**1991 Pedro 36**, Much loved, one owner example of these popular, spacious boats. Well equipped, 7 berths, twin Volvo diesels. New tender & outboard. **£66,000**



**1984 Hardy 25**, A lovely example of this popular, versatile boat. Economical & ideal for river or coastal use. Single Volvo 37hp diesel. **Reduced to £16,250**



**2010 Shetland 4+2.A**, A lovely example of these popular & comfortable inland cruisers with all mod cons. Ideal first boat. BSC till 2018. 1 x Mercury petrol engine. **£21,500**



**1988 Stevens 37.5**, Well cared-for spacious, steelboats. All mod cons, 6 berths in 3 cabin areas. Tender & Davits. Single Volvo Penta 130hp diesel & bowthruster. **£85,000**



**1974 Seamaster 30**, Well known classic sea or river cruiser. Surprisingly spacious layout + 6 berths in 3 cabins. All modcons, sound all-round condition. 2 x diesel engines. **£23,995**

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**Fairline Targa 38 Open (2013)**  
£ 299,950 VAT paid

- » 2 x Volvo Penta D4 EVC
- » Eberspacher Heating to all cabins
- » Garmin 4008 GPS
- » Hi-Lo Teak Bathing Platform

EB3020



**Arvor 230AS (2007)**  
£ 24,950 VAT paid

- » 1 x VW 150hp
- » Bathing Platform
- » Navman 6600 Fishfinder
- » Dual Batteries

EB3004



**Princess V39 (2015)** £ 299,950 VAT excluded

- » 2 x Volvo D6-330DP DP
- » Air Conditioning / Heating Reverse Cycle
- » ONAN 4 Kw/50Hz Generator
- » Raymarine e125 Chartplotter / GPS

EB1837



**Chris Craft Heritage 33 (2008)**  
£ 79,950 VAT paid

- » 2 x Volvo Penta 8.1L Gxi MPI
- » Air Conditioning – Marine Air with Reverse Cycle
- » Raymarine C80 GPS/Plotter
- » Teak Laid Cockpit

EB1723



**Trader 44 Sundeck (1999)**  
£ 149,950 VAT paid

- » 2 x Caterpillar 3208
- » Copper Coated Hull
- » Washer Dryer
- » 6KVA Onan Generator

EB3025



**Monterey 275 Sport Cruiser (2008)**  
£ 39,950 VAT paid

- » 1 x Volvo Penta D3
- » Only 200 hours
- » Standard Horizon GPS CPF180i
- » Hot & Cold Water System

EB1793



**Princess 420 (1996)**  
£ 99,950 VAT paid

- » 2 x Volvo Penta TAMD63P
- » Furuno Radar, GPS
- » Webasto Heating
- » Copper Coated Hull

EB1853



**Bavaria Virtess 420 (2013)** £ 369,950 VAT paid

- » 2 x Volvo Penta IPS 600 D6-435
- » Webasto Evo Hot Air Heating
- » Only 69 hours
- » Kohler 7KVA Generator

EB3007



**Beneteau Antares 30 (2011)**  
£ 89,950 VAT paid

- » 1 x Volvo Penta D6
- » Stern & Bow Thruster
- » Raymarine C90 GPS Chart Plotter
- » Heating

EB3012



**Crownline 315 (2016)**  
£ 59,950 VAT paid

- » 2 x Mercruiser MAG 350
- » NAVMAN GPS Plotter
- » New Bow Thruster
- » Holding Tank

EB1749



**Sealine S42 (2004)**  
£ 139,950 VAT paid

- » 2 x Volvo Penta KAD300
- » Bow Thruster with Helm Controls
- » 6KVA Generator
- » Teak Laid Cockpit

EB3015



**Fairline Squadron 58 (2008)**  
£ 599,950 VAT paid

- » 2 x Volvo D12-800
- » Upgrade Generator 17.5 KVA
- » Air Conditioning
- » Passerelle Upgrade to 350kg

EB1845



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2 x 1000hp CAT  
7.600.000 € ex tax



**SUNSEEKER 101 Sportyacht - 2014**  
2 x 2640hp MTU  
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**AZIMUT 75 - 2009**  
2 x 1360hp MAN  
1,480,000 € ex tax



**AZIMUT 68S - 2007**  
2 x 1360hp MAN  
650,000 € ex tax



**AZIMUT 68 Evo - 2007**  
2 x 1360hp MAN  
750,000 € ex tax



**FERRETTI 680 - 2003**  
2 x 1300hp MAN  
650,000 € ex tax



**FAIRLINE Squadron 65 - 2014**  
2 x 1150hp CAT  
1,275,000 £ ex tax



**FAIRLINE Squadron 60 - 2015**  
2 x 900hp Volvo  
925,000 £ ex tax



**ATLANTIS 58 - 2012**  
2 x 1000hp MAN  
880,000 € tax paid



**PRINCESS V58 - 2006**  
2 x 900hp MAN  
400,000 € tax paid



**AZIMUT 55 - 2007**  
2 x 715hp CAT  
595,000 € tax paid

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**PRINCESS V53 - 2008**  
2 x 775hp Volvo  
400,000 € tax paid



**AZIMUT 53 - 2012**  
2 x 730hp MAN  
890,000 € tax paid



**AZIMUT 50 - 2015**  
2 x 670hp Volvo  
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**PRINCESS 50 - 2008**  
2 x 670hp Volvo  
550,000 € tax paid



**AZIMUT 50 - 2003**  
2 x 630hp MAN  
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**CRANCHI Atlantique 50 - 2007**  
2 x 575hp Volvo  
295,000 € tax paid



**AZIMUT 47 - 2008**  
2 x 575hp CAT  
395,000 € tax paid



**AZIMUT 43 - 2011**  
2 x 480hp Cummins  
410,000 € tax paid



**PRINCESS V42 - 2008**  
2 x 330hp Volvo  
190,000 € tax paid



**AZIMUT 42 - 1999**  
2 x 385hp CAT  
135,000 € tax paid



**AZIMUT 40 - 2013**  
2 x 355hp Cummins  
420,000 € tax paid



**FAIRLINE Targa 30 - 2000**  
2 x 170hp Volvo  
80,000 € tax paid

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**Elan Power 30**

**£189,950**

2015 – Twin Volvo D3 – 220hp – Bowthruster – Raymarine Equipment – Webasto Heating – Cockpit Fridge & Grill – Audio Package – Extended Bathing Platform – Warranty.



**Broom 370**

**£289,950**

2012 – Volvo Penta D6 – 370hp – Bow & Stern Thruster – Hydraulic Arch – Inverter – Satellite TV – Avonite Worktops.



**Broom 425**

**£259,950**

2008 – Twin Volvo Penta 370hp – Bowthruster – Raymarine Equipment – Glomex digital – Teak & Holly Flooring – cream Leather.



**Sealine SC35**

**£129,950**

2009 – Twin Volvo Penta D4 260hp – Raymarine Equipment – Bowthruster – Glomex TV Aerial – Cockpit Fridge – 6 Berth.



**Westwood SR28**

**£99,950**

2011 – Nanni Engine – 43hp – Bowthruster – Webasto Heating – Inverter – Split Sliding Canopy – Electric Flush Toilets – 3 Month Warranty.



**Haines 34 Sedan**

**£89,950**

BRAND NEW 2015 – Twin Volvo D4 – 260hp – Bowthruster – Cockpit fridge & Grill – Raymarine Equipment – Teak Cockpit.



**Gobbi 345**

**£79,950**

2006 – Twin Volvo Penta D4 260hp – 6 Berth – Glomex TV Aerial – Polished, Antifouled & Serviced – 3 Months Warranty



**Broom 31 AC**

**£74,950**

1994 – Volvo Engine – TMD31D 100hp – Bowthruster – Eberspacher Hot Air Heating – Plotter – Bi data – Electric Windlass.



**Kempala Cruiser**

**£49,950**

1989 – Volvo Penta Engine – 65hp – Bowthruster – Warm Air Heating – 6 Berth – Davits.



**Rodman 800 Flybridge**

**£39,950**

2001 – Twin Volvo TAMD31PA – 150hp – Autopilot – VHF – Chartplotter – Radar – 4 berth.

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## Broom 39 2+2 - 2005

£169,000

Special Features include:-

- Twin Yanmar 6LP DTP 260hp
- Generator 4kw
- Bowthruuster 7"
- Raymarine Navigation Package
- Hydraulic Mast Lower System
- Low Level Cockpit illuminating Lights
- Tek-Dek Teak in Cockpit
- New Canopy Hood (2015)
- Eberspacher Heating to all Cabins (2013)
- Electric Jabsco Toilets (2012)



**Fairline Phantom 43.** Built 2003. Twin Volvo Penta TAMD 75P-A 480hp diesel engines. High performance sports cruiser offering spacious accommodation with 6 berths. Large flybridge with wet bar and griddle – great space for entertaining. **£185,000**



**New Broom 370.** Twin Volvo Penta D4 260 diesel engines, bow thruster, cockpit heating, Raymarine navigation package and teak laid cockpit and bathing platform. Please call to discuss detailed specification.

**Part Exchange Considered.**



**Corvette 320.** Built 2005. Powered by twin Yanmar 315hp diesel engines. Raymarine electronics, separate air conditioning, heating, generator and bow thruster. A safe and seaworthy British built family flybridge cruiser. **£129,000**



**Sealine F33.** Built 2001. Powered by twin Volvo Penta AD41P diesel engines. 6 berth family cruiser with large sunpad, integrated flybridge steps, bow thruster, Eberspacher heating and immersion heater. **£72,000**



**Sealine S38.** Built 2004. Twin Volvo Penta KAD 300 285hp diesel engines. Raymarine navigation package, bow thruster, battery charger and portable generator. Large social cockpit with wet bar and grill. Stunning interior with 7 berths in 3 cabins. **£99,950**



**Ocean 37.** Built 1979. Powered by twin Perkins 145 hp diesel engines. 6 berths in 2 cabins and saloon. Recently refurbished upholstery, new canopy cover and appliances. Suitable inland and offshore cruiser. **£39,950**



**Broom 39.** Built 1992. Twin Volvo Penta TAMD 61A 306hp diesel engines. Full Raymarine navigation package, 4kva generator & eberspacher heating. In excellent condition with new aft canopy in 2013 and reupholstered cockpit seating this year. Must be seen. **£135,000**



**Broom 33.** Built 1989. This solid medium size offshore cruiser has 6 berth accommodation with aft master cabin. Fitted with twin Volvo Penta TAMD 41A 200hp diesel engines. BSS Certificate valid until 2018. **£77,000**



**Falcon Velici 34.** Built 1997. Twin Volvo Penta AD41/DP 200hp diesel engines. In immaculate condition it offers 6 berths, spacious cockpit with sunpad and good internal saloon. Fitted with bowthruuster and includes a dinghy and outboard. **£85,000**

AGENTS FOR

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**2011 Beneteau Antares 30 Fly bridge**  
Volvo D6 370 hp. Circa 250 hrs, current bsc, professionally valeted, lots of extras, Ready for demonstration. The Antares 30 features all the seafaring qualities and can adapt subtly to a use in any location. **£89,950**



**2006 Bayliner 305**  
Diesel 205hp. Survey available, BSC, 3 month warranty, new hood and antifouling.  
Part exchange considered  
**£59,950**



**1999 Sealine s28**  
Twin X Volvo Penta Diesel 170hp. July 2015 hood and cockpit upholstery, recent antifoul, 3 month warranty, new survey available to view.  
**£49,950**



**1999 Bayliner 2855**  
1 x Mercruiser Petrol. Current BSC, Recent valet and antifoul.  
**£27,950**

## Contact Upton



**1990 Princess 388**  
Twin Volvo 150 hp diesels. Autopilot, Plotter, Radar, Vhf, Dinette version so a very flexible Interior design with a comfortable and spacious cockpit. Featuring 2 ensuite shower rooms and a comfortable fly bridge. **£69,950**



**1999 Stevens 1240DL**  
Bow & Stern thruster, Generator, New canopy 2015, Holding Tank New upholstery and mattress 2015, New oven, grill and hob 2015. Fully repainted 2015, Boat safety to 2019.  
**£145,000**



**2013 Sea Otter 36 Aluminium Narrowboat**  
Fitted with Vetus Diesel. Four berth layout, cruiser aft deck, Teak rear deck, Forward canopy, Bowthruster. This is a very clean and tidy example of the Sea Otter 36.  
**£79,950**



**1978 Birchwood 33 Aft Cabin.**  
Twin Ford 120hp Diesels. Heating, Holding tank, Autopilot, GPS, Radar, Davits A very well maintained example of the model with a recently serviced Engine and antifouled.  
**£29,950**

## Contact Thames &amp; Kennett

**NEW VIKING 275 Hilene Plus – £59,990**

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**New Beneteau Antares 880** Twin Suzuki 150 Advantage Trim 2015, Bowthruster, 6 berths, Electronic Pack.  
**£82,276**

**2012 Beneteau Antares 880** Mercury 115 canopy, Blue hull, Bow thruster, 4 Berths, Serviced 2015. **£66,950.**



**New Viking 215 Highline**  
Mariner 20hp, TV Aerial, Cotton Canvas Canopy, Bathing Platform Aft access via transom, 4 berths, Full headroom shower room. Trailerable, Available Early August..  
**£31,206**



**1993 Stevens 1240DL**  
Tf fully refurbished in 2013 including full respray with all fittings removed, New Teak decks, new canopies, over £20,000 invested. Spec includes Hydraulic bow and stern thruster & folding mast. Full navigation pack. **£89,000.**



**1995 Broom 36.** Twin 220hp diesels Full rear deck canopies, Davits, Radar, Autopilot, Holding tank In very tidy order and offered at exceptional value, featuring two Toilet rooms and accommodation for 4 in great comfort with easy stern access. **NOW ONLY £87,500**



**1985 Broom 32.** Bow thruster, Holding tank, full rear deck canopy, 7 berths in 3 cabins Two toilet rooms, Full safety netting to guardrails for pets and children's safety. Recently fitted imitation teak decking to all exterior deck areas.  
**£39,500.**



**988 Fairline Carrera.** Twin Volvo AQ131 petrol. Over £15,000 invested in the last 12 months including guardrails, canopies, Folding arch, Waste tank, Engine service, This is a superb example and sleeps 6 if required. **£20,950.**

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**FLEMING 55, 2008.** One owner, immaculate with Twin Cummins 500hp engines, stabilizers, bow/sternthrusters, full Raymarine navionics. A stunning boat, amazing condition. Lying Holland. **£850,000 Tax Paid.**



**FLEMING 65, 2010, Delivered 2011.** Excellent one owner F65 with Twin MAN 800hp engines. Extensively equipped & in virtually new condition she is offered for sale at significantly less than a new vessel. Including Boning central monitoring system, stabilizers, Raymarine Nav gear, 6 berths in 3 luxury cabins, hardtops & all the extras needed. Lying Balearics. **€2,100,000 Tax Paid.**



**FLEMING 55, 2005.** Only 2 careful owners from new. Twin Cummins 490hp engines, bow/stern thrusters, stabilizers, commercial spec. Furuno nav gear. Lying Lyngington, UK. **£745,000 Tax Paid.**



**FLEMING 55, 2006.** A pristine example of a v. well maintained 1 owner boat. Outstanding condition. Huge spec incl, stabilizers, bow/stern thrusters, generator, low hours. Lying South Coast. **£850,000 Tax Paid.**



**FLEMING 55, 2000.** Twin Caterpillar 435hp engines, 2300 running hours, 2 generators, stabilizers, many upgrades by her current & second owner. Great condition. Lying Isle of Wight. **£495,000 Tax Paid**



**FLEMING 55, 1998.** A well-equipped example with new exterior upholstery. 2 careful owners from new. Twin CAT 375hp engines, stabilizers, bow thrusters & twin gensets. Lying Portugal. **£450,000. Tax Paid.**



**2004 FLEMING 55.** An outstanding turnkey example in superb condition, continually upgraded regardless of cost by full-time Captain & owner. Very high spec inc stabilizers & 2 x Cummins 450hp diesels. **£695,000 tax paid.**



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**INTERSHIP 1250, 1991.** Single Vetus 6BT 5.9L diesel engine, 5 berths in 2 cabins Dutch steel. Includes: Bow thruster, Stern thruster, 4Kva generator, Radar, Autopilot, GPS, Tridata, DSC VHF, Canopy and Bimini, Washing machine, Holding tanks. **£87,500**



**SEALINE 330 STAESMAN.** Twin Mercruiser D3.6l diesel engines, 6 berths in 2 cabins Flybridge cruiser. Includes: Eberspacher heating, Raymarine E60 plotter/Radar, Raymarine ST6000 autopilot, Autohelm depth sounder, Autohelm Speed log, Autohelm Tridata repeater, 240v shore support and BSS till 01/17. **£68,995**



**FAIRLINE CORSICA, 1990/91.** Twin Cummins 300hp Diesel engines, 6 berths in 3 cabins, fly bridge sports cruiser. Includes: 240v shore support, Battery charger, Clipper speed log and depth sounder, VHF radio, Bow thruster, recently re-carpeted and re-upholstered, Drop down radar arch and BSS till 12/15. **£54,000**



**VIKING 28 NARROW BEAM.** Nearly new, Purchased 23/11/13. (Saving you over £5600 on the new price with a smaller engine than Paragas). Single Mercury 25Hp outboard with approx. 8hrs usage, 6 berths in 3 cabins, narrow beam river and canal cruiser. Includes: Heating, Oven, Hot and cold water, Shower, Private forward cabin. BSS till 2017. **£30,000 NO OFFERS**



**CHAPARRAL 240 SIGNATURE, 2000.** Single Mercruiser 5L1 EFI 240hp petrol engine, 4 berths in 2 cabins, sports cruiser. Includes: Garmin GPS, DSC VHF radio, 240v shore support, Battery charger. BSS till 05/19. Very nice example.. **£22,750**



**SEA RAY 260 SUNDANCER, 1998.** Single 5.7lt Mercruiser Thunderbolt petrol engine, 4 berths in 2 cabins, sports cruiser. Includes: 240v shore support, Battery charger, Depth sounder, VHF Radio, New flexiteek decking, Holding tank. BSS till 04/17. **£25,995**



**PRINCESS 286 RIVIERA, 1990.** Twin Volvo 501 230Hp Petrol engines, 4 berths in 2 cabins sports cruiser. Includes: 240v shore support, Battery charger, Depth sounder, Speed log, VHF radio, Serviced end of 2014. BSS till 04/17.. **£24,995**



**BAYLINER 2355 CIERA, 1995.** Single Mercruiser 5.7 Thunderbolt, 4 berths in 2 cabins sports cruiser. Includes: 240v shore support, battery charger, speed log, depth sounder, engine and stern drive serviced 2014, antifouled and new anodes 2014, new canopy 2013. BSS 2017. **£15,995**

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£149,950

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**2010 SEALINE SC35.** Superb example of Sealines award winning hardtop sports cruiser with twin Volvo Penta D4-260 diesels (130 hours), 12" touch screen plotter, radar, autopilot, VHF, brown roof, cabin roof handrails, BBQ, LED package, teak cockpit, heating with cockpit outlet, demisters, bowthruster, electric toilet, holding tank, TV and much more. Full valet including roof valet and anodes May 2015. One owner example, supplied by us from new.  
**£144,950 INC VAT**  
Lying: Ipswich



**NEW FAIRLINE SQUADRON 42.** Twin Volvo Penta D6 435hp EVC diesels, heating to aft cabin and heads, screen demisters, flybridge pack inc icemaker, refrigerator & BBQ, Garmin Autopilot and touch screen plotter repeated, leather, oak flooring and berth conversion to saloon, mood lighting, bowthruster, holding tank with macerator, gloss walnut finish, dining canopy and much more. Part exchange welcome.  
**£567,624 INC VAT**  
AVAILABLE AUGUST



**NEW FAIRLINE TARGA 38 OPEN.** Twin Volvo Penta D4 300hp diesel engines, high/low hydraulic bathing platform, bowthruster, Garmin GPS map 8102 with 12" touch screen display, Garmin autopilot, 19" TV, heating, teak cockpit and bathing platform, blue mood lighting, holding tank, BBQ, leather to saloon with walnut gloss finish. Part exchange welcome  
**£374,208 INC VAT**  
AVAILABLE AUGUST



**2009 PRINCESS V45.** Twin Volvo Penta D6-370 EVC duo prop diesels, electric sliding roof, hydraulic passerelle, electric BBQ to cockpit, reverse cycle A/C to saloon and cabins, 7kw generator, ultra leather to saloon, 19" TV/DVD, deck wash and lots more. Supplied serviced, polished and antifouled with three month UK engine warranty..  
**£279,950 INC VAT**  
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**2003 PRINCESS 52.** Twin CAT 660hp diesels with electronic controls. Beautiful example of this spacious three cabin flybridge cruiser presented in immaculate condition with radar, GPS, plotter, autopilot, leather, reverse cycle A/C, passerelle, bow and stern thrusters, satellite TV, washer dryer, generator and much more. Part exchange welcome.  
**£265,000 INC VAT**  
Lying: Ipswich



**2003/04 PRINCESS 45 FLYBRIDGE.** Twin Volvo Penta TAM74 EDC 380hp engines, generator, reverse cycle A/C, passerelle, bowthruster, autopilot, plotter/radar, new canopy and flybridge cover, new external Movida upholstery (2014). Engines serviced, polished and antifouled June 2015. Supplied with three month UK engine warranty. Part exchange welcome.  
**£219,950 INC VAT**  
Lying: Ipswich



**2000 SUNSEEKER PREDATOR 60.** Twin MAN V10 1050hp engines with under 300 hours, upgraded generator, upgraded passerelle, twin sat TV domes, air conditioning, electric sliding roof, Raymarine 12" plotter, sonar/fish finder, radar, autopilot, bow & stern thrusters with remote, jet rib and so much more.  
**£169,500 INC VAT**  
Lying: Spain



**2008 SEALINE F37 FLYBRIDGE CRUISER** Volvo Penta D4 260hp diesels on shafts, cream leather, Webasto heating, electric window to helm, bowthruster, remote spotlight, Raymarine E80 plotter, radar, autopilot, speed & depth log, VHF, electric flush toilet with holding tank and much more. Serviced, polished and antifouled with three month UK engine warranty. P/X welcome.  
**£166,950 INC VAT**  
Lying: Lincoln



**2010 JEANNEAU NC11.** Twin Volvo Penta D3 200hp diesels, bowthruster, Raymarine E120 plotter/radar, autopilot, heating, AIS transceiver, holding tank, generator, sim-card alarm/camera, tracker, safe, full Volvo service history and much more. Engines and legs serviced March 2015, polished and antifouled with three month engine warranty. Part exchange option available.  
**£159,950 INC VAT**  
Lying: Lincoln



**2004 PRINCESS V42.** Twin Volvo Penta D3 310hp diesels, bowthruster, Furuno Navnet C-map NT chart plotter, Furuno Navtex 300, Raymarine ST5000 Autopilot, electric windlass, dinette berth conversion, teak cockpit and bathing platform and much more. Part exchange considered.  
**£139,995 INC VAT**  
Lying: Lincoln



**2006 SEALINE S34.** Twin Volvo Penta KAD32 170hp diesels, Raymarine C70 GPS, VHF, bowthruster, teak cockpit and bathing platform, Eberspacher heating, new cockpit upholstery and lots more. Supplied serviced, polished and antifouled with three month UK engine warranty. Part exchange available..  
**£94,950 INC VAT**  
Lying: Lincoln



**2006/07 CRUISERS YACHTS 370 EXPRESS.** Yanmar 315hp diesels with low hours, bowthruster, Raymarine C80 plotter/radar, ST60 autopilot, VHF, electric windlass, trim tabs, reverse cycle A/C, electric flush toilet, holding tank, washing machine, 3 TV's, Onan 7.5kva generator, flexi teak cockpit & platform, cockpit LEDs, new canopies & antifouled July 2014.  
**£94,950 INC VAT**  
Lying: Lincoln



**1998 SEALINE S37.** Twin Volvo Penta KAD44 diesels, bowthruster, speed and depth log, Furuno chart plotter, radar, autopilot, VHF, electric windlass, Honda 2kva generator, inverter, Eberspacher heating and windscreen demisters, teak bathing platform, davits, new cockpit carpets, antifouled and outdrive serviced September 2014 with full service history.  
**£79,950 INC VAT**  
Lying: Lincoln



**2001/02 BIRCHWOOD 370 COMMANDO.** Twin Volvo Penta KAD300 diesel engines, Raymarine RL70 7" colour plotter, colour radar and autopilot, Simrad VHF, trim tabs, Lewmar electric windlass, Eberspacher heating, BSS Cert to April 2018, engines serviced October 2014, antifouled and outdrive oil change June 2015. Part exchange considered..  
**£79,950 INC VAT**  
Lying: : Lincoln



**1999 MAXUM 3000SCR.** Twin Mercruiser 4.2 200hp diesel engines, bowthruster, GPS/plotter, radar, VHF, fish finder, remote searchlight, cockpit wet bar, microwave, electric alcohol hob, CD player with multichanger, shower. Serviced, polished and antifouled May 2015 with three month UK engine warranty. Part exchange available.  
**£44,950 INC VAT**  
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**SEALINE S42 - £159,950**



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CONTACT NYA HORNING - NYH1688 - P/EX POSSIBLE

**AQUA-STAR 43 - £129,950**



1997, 2 x Caterpillar 350HP diesel engines, 6 berths in 2 cabins, 2 x toilets & showers. Spec inc: generator, inverter, hot air heating, folding radar mast, windlass, hot water heating system, holding tank, shore power, battery charger and much more. The A-S 43 have a brilliant reputation for their sea keeping & superb build quality & finish throughout.

LYING NYA BRUNDALL - NYB1839 - P/EX POSSIBLE

**CRANCHI ENDURANCE 41 - £99,950**



2006 - Twin Volvo D6 350HP Diesel engines. 4 berths with 1 toilet to holding tank and 1 shower. Bowthruster, Electric anchor winch, Radar, Chart plotter, Warm air heating system, a spacious and social cockpit and comfortable accommodation. Incorporating Bold lines and an exceptional reputation for performance. NYA STOCK - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB2031 - P/EX POSSIBLE

**BIRCHWOOD 320 CHALLENGER - £59,950**



1994, 2 x Volvo AD41DP 200HP diesel engines - full service 2015 and sterndrives, 4 berths in 2 cabins, 1 x toilet & shower, shore power, battery charger, heating - serviced 2015, bow thruster, good nav spec inc:- autopilot, Chart plotter, VHF. Just been antifouled and had a full compound and polish and new anodes - in excellent order. Great accommodation space in this versatile cruiser!

LYING NYA BRUNDALL - NYB1420 - P/EX POSSIBLE

**WESTWOOD 38 - £149,950**



2007 (commissioned 2008), 1 x Yanmar 6LPA-STP 315hp diesel engine, 8 berths, 2 x electric toilets & showers. Cherry interior finish with a stunning blue hull. Massive spec including: bow & stern thrusters, 40 amp battery charger, generator, electric hob and oven, hot air heating, inverter, VHF and Lowrance GPS plotter! Couple this with a powered radar arch and a fully protected prop and you have a fantastic cruiser which is beautifully suited for the European canals, with the ability to get there under her own steam! Just been antifouled and hull polish ready for the new season.

LYING NYA BRUNDALL - NYB1695 - P/EX POSSIBLE

**BROOM 39 - £125,000**



1994, 2 x Volvo TAMD62A 330hp. 4 berths in 2 cabins (plus 2 in dinette), 2 x toilets (1 sea & 1 holding tank) & showers. Excellent layout offering two good sized cabins - Featuring a fantastic aft cabin which boasts a large island berth and en-suite. Radar, chart plotter, VHF, Hot air heating, battery charger, shore power. Serviced annually by Brooms.

CONTACT NYA BRUNDALL - NYB1636 - P/EX POSSIBLE

**HAINES 31 SEDAN - £89,950**



2005, 1 x Nanni 62Hp diesel engine, 2 berths, 1 x toilet & shower, Boat Safety Certificate. Spec including: blue hull, Eberspacher Hydronic heating system, bow & stern thrusters, shore power, battery charger and much more. A well cared for example with the added benefit of a high spec. NYA STOCK - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYH1877 - P/EX POSSIBLE

**REGAL 2860 - £49,950**



2005, 2 x Volvo D3 160HP diesel engines, 4 berths in 1 open plan cabin, 1 x toilet & shower, Boat Safety Certificate until: 2016. Beautiful blue striped hull, full canopy, cockpit fridge, shore power, battery charger, Garmin GPS, VHF, holding tank, reverse cycle air con, extended bathing platform offering excellent access! NYA Stock, fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1288 - P/EX POSSIBLE

**BROOM 41 - 139,950**



1993, 2 x Volvo TAMD71 380hp - The Broom 41 provides exceptional accommodation for longer stays on-board via 2 spacious cabins with an island berth and en-suite in the aft master cabin. Very good spec which includes auto pilot, plotter, VHF, bow thruster, heating, large cockpit (great for entertaining) and full teak decks. BSSC until March 2019. Just had a full polish and antifoul - A robust and beautifully built motor cruiser.

LYING NYA BRUNDALL - NYB1937 - P/EX POSSIBLE

**FROLIC 31- £99,950**



Built in 2010 by Creative Marine to a simply breath taking bespoke specification and finish. This beautiful gentlemen launch has a dark navy fiberglass hull and a superstructure crafted from solid Burmese teak. Her fittings are high quality brass (even the table legs!). She has a single Nanni diesel engine on a shaft, bowthruster, galley area with Wallace hob, pumpout toilet and hand basin. Boat shed and Barn stored with only 50 hours. She must be seen to be fully appreciated!

VIEWING BY APPOINTMENT ONLY - NYH1993  
P/EX POSSIBLE

**PEDRO MARIN 30 - £79,950**



2006, Perkins Sabre 86hp diesel engine, 6 berths, BIG spec - 3.5Kva Generator, 2000W inverter, heating, synthetic teak laid decks, Standard Horizon chart plotter, VHF with DSC, bow thruster, folding windscreens. Amazing accommodation offered by this tremendous family cruiser.

LYING NYA HORNING - NYB1913 - P/EX POSSIBLE

**BAYLINER 285 - £32,950**



2005 Mercruiser 300hp petrol engine. 6 berths and 1 toilet compartment. Anchor winch, Holding tank, battery charger, reverse cycle air conditioning. A good looking, economical family cruiser that optimises all available space. NYA STOCK - Fully prepared by our Service Centre. BSSC until 2018.

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Twin Volvo Penta Kad 300. 6 berths, blue hull, bow thruster, heating. Great Condition. Please call for viewing. £124,950



**2008/09 SEALINE S25**  
Single Volvo Penta D3 190hp Diesel. 4 berths, gas hob & grill, holding tank, battery charger, hot & cold water, Viewing highly recommended. £39,950



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**2004/05 CRUISERS 340**  
Twin Yanmar 250hp Diesels. 6 berths, generator, aircon, heating, huge specification. £95,000



**2007 WESTWOOD A34**  
Single Vetus Deuz 140hp diesel. Six berths, warm air heating, great overall specification. £124,950



**2007 AQUANAUT EUROPEAN VOYAGER 1300**  
Single Perkins Sabre 150 Ti Diesel engine. 5 berths, this boat is one of the highest equipped Aquanaut's that we have sold. £399,950



**2005/06 SEALINE S34**  
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Twin Volvo Penta D3 220hp Diesels. Huge Specification. £181k



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**NIMBUS 27 COUPÉ**  
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- » 2 Hours
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- » 52 MPH

EWV2



**Williams Turbojet 325 (2009)**  
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Located: Essex Marina, United Kingdom

- » 80 HP
- » 50 Hours
- » Engine Warranty, Clear Title, Finance Options & Aftercare
- » 4 Passengers

ES2176



**Williams Turbojet 325 (2015)**  
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Located: Off site, United Kingdom

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- » Custom Hull and Helm
- » Custom Upholstery
- » Standstill to 20 knots in four seconds

EWV86



**Williams Sportjet 460 (2015)**  
£34,795 VAT paid

Located: United Kingdom

- » 150 HP
- » 1 hour
- » 5 Passengers
- » 48 MPH

EWV1



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Stabilizers fitted					
Ready to go boating					
Aquastar 60'	HRC 60	2005	£495,000.00	V.A.T paid	Portsmouth
57' Aquastar	1037	2011	£749,000.00	V.A.T paid	Southampton
Absolutely the tops					
48' Aft Cabin	1020	2007	£399,999.00	V.A.T paid	Mediterranean
Mid Cabin layout					+berth Option
Stabilizers fitted					in Med
Aquastar 45' Aft Cabin	973	2001	£230,000.00	V.A.T cleared	Plymouth
38' Aft Cockpit	969	2000	£125,000.00	V.A.T paid	Lymington
38' Aft Cockpit	1041	2013	£350,000.00	Ex V.A.T	Guernsey
38' Aft Cockpit	981	2002	£159,950.00	V.A.T paid	Hullbridge
33' Aquastar Aft Cockpit	AS 33 Sub	1980	£33,000.00	Ex V.A.T	Jersey

We have regular movement on our Brokerage list. Please phone us for latest information.  
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**Nimbus 345 Coupe- 2002 - 2 x  
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**Hardy 50 - 2008 - 2 x MAN 800hp  
£630,000**



**Beneteau Swift Trawler 44 - 2011  
- £265,000**



**Beneteau Antares 680 - 2012 - 1 x  
115hp Yamaha - £25,250**



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2004 One owner from new and well equipped for distance cruising. All the usual GB refinements with extended water tanks & 1000hp Caterpillar engine package.

**HARDY 42 COMMODORE £270,000**



2006 One owner and professionally maintained with MAN engines, generator & teak interior. Very attractively priced – call us for a full description of this package.

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2005 Motor boating with style! The Swordsman 40 has a deep Vee hull offering exceptional seakeeping & performance. This boat is on the 'super cool board'!

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1991 This is a fantastic example with upgraded and upsized Yanmar 300hp engines from 1999. In stunning condition - motor boating perfection.

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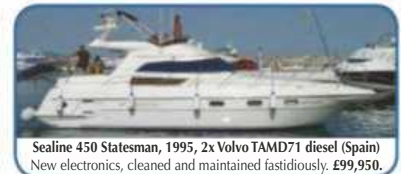
**Trader 42, 2008, 2x Cummins 425hp £299,950 (S. Coast)**  
Huge spec including air con, genny, thrusters, full RayMarine.



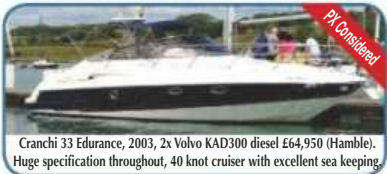
**Princess 435, 1990, 2x Volvo TAMD71B diesel, £78,000. (I.O.W)**  
Popular aft cabin and larger engines, serviced for this season.



**Coronet 27, 1979, 1x Volvo AD40 diesel, £6,950 (Thames)**  
Priced to sell, needs TLC, great engine. classic brand.



**Sealine 450 Statesman, 1995, 2x Volvo TAMD71 diesel (Spain)**  
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**Cranchi 33 Eclairance, 2003, 2x Volvo KAD300 diesel £64,950 (Hamble).**  
Huge specification throughout, 40 knot cruiser with excellent sea keeping.



**Sea Sport 810 aft cabin, 1991, 1x Ford BMC diesel shaft drive £14,950 (Thames)**  
Great classic looks. Recent new canopy & carpets. BSC & river licence.



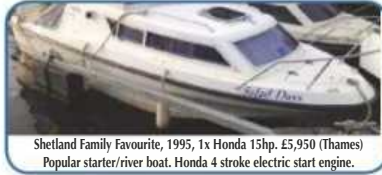
**Aquanami JetSki board, 2015, 9.5hp jet drive. £1,950 (Thames)**  
Huge saving on new price of £3,200. Amazing fun!



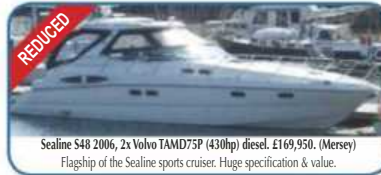
**Sealine S37, 2002, 2x Volvo KAD300/DP (285hp) diesel £89,950. (SW coast)**  
Immaculately presented. Huge list of extras including air conditioning.



**Fairline Squadron 56, 1993, 2x Man 680hp diesel £169,950 (E Coast)**  
Engines overhauled, huge specification, lovely boat throughout.



**Shetland Family Favourite, 1995, 1x Honda 15hp. £5,950 (Thames)**  
Popular starter/river boat. Honda 4 stroke electric start engine.



**Sealine S48 2006, 2x Volvo TAMD75P (430hp) diesel. £169,950. (Mersey)**  
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**Sealine S28, 1999, 2x Volvo KAD32/DP (170hp) diesel £54,950 (Thames)**  
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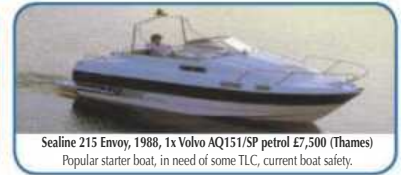
**Fairline 21 Weekender, 1988, 1x BMW 190hp £6,950 (Thames)**  
Quality weekend cruiser, recent service, BSC and licence.



**Hardy Family Pilot 20, 1988, 1x Honda 75hp, £6,950 (Thames)**  
Lovely starter boat with recent BSC and river licence for 2015.



**Sealine F43, 2002, 2x Volvo TAMD74 (430hp) diesel £119,950 (Greece)**  
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- Twin Cummins Mercruiser 5.9L 480hp turbo charged.
- Independently steerable Zeus pod drives.
- Reverse cycle class E air con.
- Eberspacher de-misting system.

**Eastbourne**



**Haines 34 Sedan – 2008** **£149,950**

- Nanni 4.330 TDi 115hp diesel engine.
- Bowthruster.
- One owner from new.
- Autohelm ST60 Tridata.

**Chertsey**



**Sessa C32 - 2012** **REDUCED £159,950**

- Twin Volvo D3 - 200 DP-S 440hp.
- Circa 100hrs • Two owners from new.
- Last serviced & antifouled June 2014.

**Poole**



**Sessa Oyster 30 - 2003** **£79,950**

- Twin Volvo Penta KAD32 diesel engines.
- Eberspacher heating. • Bow thruster.
- Raymarine C70, GPS, DSM & VHF 240E.

**Chertsey**



**Hustler Cheetah – 2014** **£160,000 ex VAT**

- Mercury Racing Bravo XR 520hp.
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**Sessa C35 – 2008** **£120,000**

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- Ebeschacher Ducted Heating to all Cabins & Cockpit
- Yamaha 240s Dinghy/2.5hp O/B

**Wales**



**Sessa C38 - 2013** **£279,500**

- Twin Volvo Penta D4 300hp.
- One owner from new in 2014.
- Just 80hrs run! • High specification.

**Poole**



**Sessa C30 – 2008** **£89,000**

- Twin Volvo Penta 4.3L GXI DP 225hp petrol engines.
- Two owners from new! • Circa 75 hours run.
- Bow thruster.
- Raymarine Bidata & chartplotter.

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**Fairline Phantom 50 – 2008** **£349,950**

- Twin Volvo Penta D12-715hp diesel engines.
- Air conditioning.
- 17.5kva generator.
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**Southampton**



**Princess 42 Flybridge – 2011** **£324,950**

- Twin Volvo Penta D6 435hp diesel engines.
- Dual Station Raymarine GPS Chart Plotter & Radars.
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- Onan Generator.

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2004, 2 x YANMAR 500hp. Outstanding one owner boat with very low hours. Huge and beautifully finished accommodation. Full loaded with genset, air co, hydraulic bow thruster, stabilizers and all meticulously maintained. A great opportunity to head for the Med.

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Universal Marina £63,000 **AWESOME!**

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1995, 2 x GM DETROIT @730hp. Beautiful example of this powerful 4-cabin cruiser. Big beam, amazing living spaces, inc single level saloon/galley/pilothouse, all cabins ensuite. Fexas hull great in the rough.

Universal Marina **NEW PRICE** £345,000

## TRADER 625



2001, 2 x CAT 3196 @660hp. Really lovely example of this gentleman's cruiser. Big beam and 4 cabins with 4 heads make her particularly roomy. Bright cherry wood interior and lots of recent refit work.

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## TRADER 535 SIGNATURE



1998, 2 x CAT 3126 @420hp. One owner from new. Great condition, high spec and loads of upgrades, including hydraulic thrusters and the only stabilizer system fitted to any 535.

Portland **NOW** £239,950

## TRADER 54 SUNLINER



2003, 2 x CAT 3126B @450hp. Beautiful two cabin layout with huge living accommodation – casual saloon with galley and dinette forward. Amazing cruising spec including ABT thrusters and stabilizers and lots of upgrades.

Haying Island **PRICE DROP** £285,000

## TRADER 475 SIGNATURE



1996, 2 x CAT 3208 @375hp. Beautiful boat with lots of custom features including extra long range tanks. Constantly updated and ready to go. Always a UK boat and in outstanding condition.

Gosport **REDUCED** £195,000

## TRADER 445 SIGNATURE



2002, 2 x VOLVO TAMD63L @370hp. Evolved from the much loved 41+2, this Signature adds a huge bathing platform to the classic 3-cabin layout. Two owners from new, big spec and in lovely condition.

Wales **NEW PRICE** £199,500

## TRADER 64 SUNLINER



2011, 2 x CAT C18 @ 1,000hp. Our finest owner/operator passagemaker. Amazing Castro designed hull, huge range and incredible spec. Stylish exterior matched by exquisite interior with four staterooms.

Ibiza **£1,295,000 ex Tax**

## TRADER 70 SUPERYACHT



2000, 2 x CAT 800hp. ABT stabilizers, twin gensets and all the cruising goodies including tender and jet bike. Masses of accommodation including four en suite staterooms, separate pilothouse, etc etc.

Palma, Mallorca **REDUCED** £550,000

## TRADER 41+2 SUNDECK



1989, 2 x VOLVO 306hp. All the most popular options – aft deck canopy, aft deck door to saloon, three cabins and the largest engines. Much loved, well maintained and priced to sell in a beautiful part of the Med!

Turkey **£92,500**

## TRADER 50 SUNDECK



1985, 2 x VOLVO TAMB @ 375hp. Great early example of this popular cruiser. Good condition with lots of upgrades. Re-engined for modern performance in 1996. Current owner since 1998 and lovingly maintained.

Sardinia **SOLD**

## TRADER 44 SUNDECK



1992, 2 x CAT 3208 @ 435hp. Lovely example of this popular cruiser with rare CAT power. Well equipped and maintained, including indoor winter storage by her current owners.

Finland **£150,000**

For full details of these boats and to see our other great listings, go to  
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Full detailed specification available on request.

**€4,750,000 EURO Ex Tax**

Lying: Spain



#### Fairline Phantom 40 (2004)

Twin Volvo D9 575, 3 cabin version, passerelle, heating, bow thruster, generator, crew cabin.

**€175,000 EURO Tax Paid**

Lying: UK



#### Fairline Squadron 70 (2009)

Twin Man V12 1360hp each, 4 cabin layout with three En Suites, air conditioning, generator, bow & stern thrusters, passerelle.

**€895,000 EURO Ex Tax**

Lying: Spain



#### Trader 535 (2004)

Twin Yanmar 480 diesels, 3 cabins 2 heads, aircon, generator, bow/stern thrusters

**€349,000 EURO Tax Paid**

Lying: Dublin



#### Fairline Squadron 55 (2001)

Twin Volvo Penta 615 hp engines, 6 berths in 3 cabins with 2 en-suites, generator, bow thruster, passerelle, Raymarine electronics.

**€229,000 STG Tax Paid**

Lying: UK



#### Fairline Phantom 48 (2010)

Twin Volvo Penta D4 260 diesels, accommodation for four guests in two cabins, bowthruster, shore power, raymarine electronics.

**£329,950 STG Tax Paid**

Lying: Dublin



#### Princess 480 (1995)

Twin Volvo Penta TAMD73, 3 cabins plus crew cabin, cherrywood interior, Bowthruster, generator, Eberspacher heating, davits, radar, autopilot.

**£119,000 STG Tax Paid**

Lying: UK



#### Fairline Phantom 43 (2001)

Twin Volvo Penta 480, 2 cabin version, bow + stern thrusters, air conditioning, generator, passerelle.

**£163,950 STG Tax Paid**

Lying: UK



#### Aquador 28 C (2005)

Volvo D6 310 diesel, bowthruster, cabin heating, Raymarine C80, electric windlass,

**€79,900 EURO Tax Paid**

Lying: Dublin



#### Jeanneau Prestige 36 (2008)

Twin Volvo Penta D4 300 Inboards, accommodation for four guests in two cabins, bowthruster, shore power, heating, raymarine electronics.

**€149,00 EURO Tax Paid**

Lying: Dublin



#### Monterey 270 (2005)

Yanmar 315hp diesel 4 berths in 2 cabins, heads with vacuum flush toilets & shower, hot water, full canopy. Just two owners from new.

**£44,900 STG Tax Paid**

Lying: UK



#### Jeanneau Leader 805 (2007)

Volvo D4 260 diesel, 4 berths plus galley and toilet shore power, chart plotter, full canopy, hot water.

**€57,500 EURO Tax Paid**

Lying: Dublin



#### Finnmaster 6100 (2006)

115hp Evinrude 2 stroke outboard. One owner from new. Always dry stacked. Good specification with road trailer. Serviced and ready to go.

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**Ex stock**

**2015. New Leader 40** from Jeanneau Powerboats features high performance and modern design. Luxurious details are found throughout the refined modern interior of the Leader 40. Part exchange available. **£249,950 inc VAT and extras.**



**Under Offer**

**2010. Prestige 38S** with twin Cummins 320hp diesel engines with FSH and joystick control. Great specification Low hours, air conditioning, nav kit & new covers. Services and antifouled April 2015 – ready to go for the season. Viewing essential! | **£159,950 VAT paid.**



**Ex stock**

**2016. Merry Fisher 855 Legende** – a stunning blue hull with 6 berths and fast efficient cruising. Fitted with twin Yamaha 150hp outboards, navigation pack, bowthruster, canopy and many extras. Part exchange available | **£106,846 inc VAT & extras.**



**Ex stock**

**2015. Velasco 43F.** Twin Cummins 380hp inboard diesel engines. Stunning new revolutionary flybridge cruiser. Recessed side decks. Side access door. All round vision with a fantastic interior and flybridge. Bow and stern thrusters, heating and much more! | **£356,990 inc VAT and extras.**



**Ex stock**

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**2008. This well looked after Jeanneau Prestige 50 S** is well equipped and has 2 Volvo Penta D9 575HP engines and is shaft driven. Complete with mid-ship cabin and very well equipped galley she meets all expectations of a modern boat | **£199,950 inc VAT.**



**2006. Nimbus 320 Coupe** – an exceptional example of this high quality Swedish built cruiser. With Volvo Penta DS4.260, bowthruster, full Simrad nav kit and a great spec. A lightly used boat, well maintained and with low engine hours. Part Exchange possible | **£109,950.**



**Ex stock**

**Ex display. 2014 Jeanneau Merry Fisher 855 Marlin** to be fitted with new 2015 model twin Suzuki DF200ATX with keyless start and electronic controls. Bowthruster, electric winch and many more extras. Part exchange possible | **List price £100,760 – offer price £85,950 inc VAT and extras.**



**Ex stock**

**Velasco 37F – 2016 model** due August, fitted with twin Volvo Penta D4.300, bowthruster, stern thruster and full navigation equipment. A stunning, roomy new model with a great specification. Part exchange possible | **£298,957 inc VAT & extras.**

## CRAFT FOR SALE

### Fairline Targa 50 – 2013 (2014) – 3 double cabins – €775,000.00 ex. tax



This fantastic Fairline Targa 50 was first launched in October 2014 and is in immaculate condition.

She has a full Mediterranean specification including Onan 17.5kw generator, tropical air conditioning, hydraulic passerelle; bow thruster and the innovative Fairline tender launch system. With a well-equipped galley plus teak & upholstery upgrades, she really is a beauty.

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EMAIL: jbasley1953@gmail.com**



### Squadron 55 – 2010 (2011) – 3 double cabins + single crew cabin – €795,000.00 tax paid



First commissioned in 2011, her rich inventory includes air conditioning, teak upgrades throughout, bow & stern thrusters, Onan 17.5 kVA Generator, hydraulic passerelle with upgrade to 450kg lift capacity and so much more.

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Plus a Bang & Olufsen TV system.

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**CONTACT JOE ON 0034 622 665355 or  
EMAIL: joe@fairlinesouthmallorca.com**



## CRAFT FOR SALE

**FAIRLINE Turbo 36** Jemana is the last model of this well regarded and highly sea worthy flybridge cruiser with six berths across three cabins. She has been extensively refurbished and modernised inside and out in the last few years, and is currently winterised out of the water at Chichester Marina.



**Control equipment:** New Morse EC (electronic) controls on both helm positions, new bow thruster, all new navigation equipment incl Raymarine Radar, colour chart plotter with radar overlay, auto pilot, new radio equipment & EPIRB GPS positioning beacon.

**Engines:** New exhaust elbows, gearbox seals, and fuel injectors, making the two 306bhp Volvo diesel engines much sharper; new gate valve sea cocks and pumps. New prop shaft seals, anodes and fire extinguisher system. New batteries and charging system. Improved and enlarged access to the engine bay.

**Interior:** Totally re-upholstered and re-carpeted interior in all areas. New plumbing and pumps installed in the two showers and loos. New warm air central heating system, radio, CD & MP3 system.

**Exterior:** Refurbished upper helm position with new double flybridge helm seat with spray hood, and all weather cover. Additional instruments installed at the upper helm station incl. oil pressure and water temp gauges.

The engines and hull on this restored and modernised Fairline Turbo 36 have been regularly serviced and maintained and not surprisingly she is in lovely condition.

**Summary Specification:**

Engines: 2 x Volvo Diesel TAMD61A 306bhp. Hours: 790, 790  
Cruising Speed: 24 knots Max Speed: 28 knots  
Dimensions: LOA: 39 ft 11 in Beam: 13 ft 4 in Max Draft: 3 ft 4 in  
Displacement: 19,040 lbs

Additional Information available on request incl. many other photographs. Offers in the region of £85,000  
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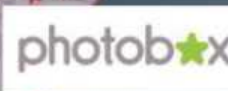
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# INDEX

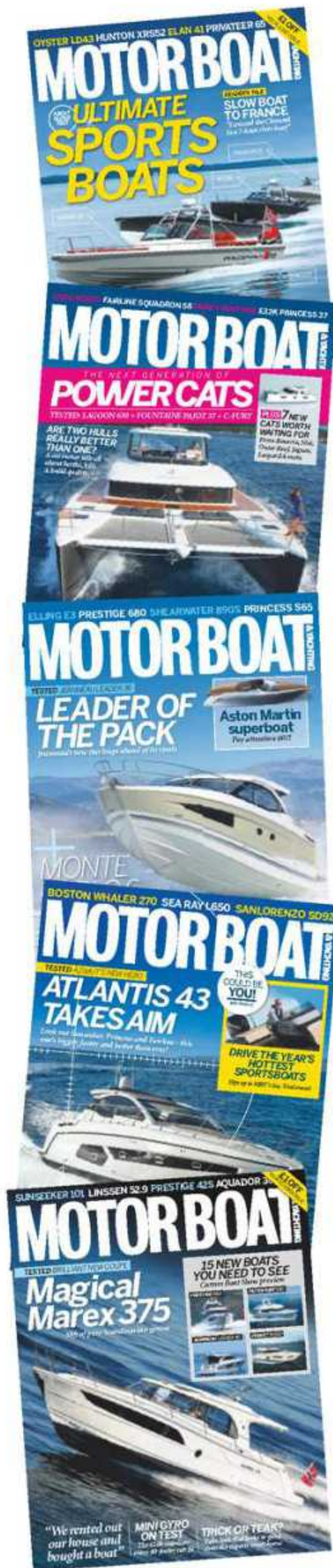
## DISPLAY

NAME	PAGE		
<b>A</b>		<b>I</b>	
AZIMUT	8,9	IBI PLUS	34
<b>B</b>		IDEALBOAT SALES	25
BATES WHARF	25,27	<b>L</b>	
BEMBRIDGE	80	LAGOON MOTOR YACHTS	31
BENETEAU	55	LEE SANITATION	107
BROOM BOATS	IBC	LINCOLN MARINA	25
<b>C</b>		LINSSEN YACHTS	80
CHRIS CRAFT	27	LITTLE SHIP CLUB	34
CLIPPER MARINE	73	<b>M</b>	
CRANCHI	29	MALLORCA BOAT SALES S.L	36
<b>E</b>		MONTE CARLO YACHTS	4,5
EXPRESS CRUISERS	65	MUNDIAL YACHTING SL	25
<b>F</b>		M U YACHTING SL	25
FAIRLINE	25	<b>N</b>	
FERRETTI	15	NATIONAL BOAT SHOW	34
<b>H</b>		NUMARINE	32
HAINES	74	<b>O</b>	
HANSE YACHTS	36	OUTER REEF YACHTS	17
		<b>P</b>	
		PC BOAT SALES	35
		PENTON HOOK	36
		PERSHING	15
		PRINCESS YACHT	
		INTERNATIONAL	OBC
		<b>S</b>	
		SEALINE	36
		SEALINE COSTA	36
		SERENITY YACHTING	25
		SHEPHERDS MARINE	36
		SUNSEEKER INTERNATIONAL	
			IFC
		<b>T</b>	
		THE COLT CAR COMPANY	79
		THE WOLF ROCK	88
		<b>W</b>	
		WESWOOD	95
		WILLIAMS	101
		WINDY	65

## BROKERAGE

NAME	PAGE		
<b>A</b>		<b>H</b>	
ANCASTA	122,123	HUTCHINS MARINE	142
AQUASTAR	140	<b>I</b>	
<b>B</b>		IDEAL BOAT SALES	116,117
BARBICAN	140	<b>J</b>	
BARNES BRINKCRAFT	130	JAMES DICKENS	118
BATES WHARF	116,117, 143	<b>L</b>	
BERTHON INTERNATIONAL		LINCOLN MARINA	116,117,136
	118,119	<b>M</b>	
BOATS.CO.UK	127,139	MARINA ESTRELLA	146
BOAT SHOWROOMS	126	MICHAEL SCHMIDT	135
BRAY MARINE	140	MGM MARINE	148
BROOM BOATS	141	MORGAN MARINE	133
BURTON WATERS	136	<b>N</b>	
<b>C</b>		NEWARK MARINA	131
CLIPPER MARINE	120,121	NORFOLK BOAT SALES	130
<b>F</b>		NORFOLK YACHT AGENCY	137
FAIRLINE	116,117	<b>O</b>	
FARNDON HARBOUR	134	OFFSHORE POWERBOATS	138
FLEMING YACHTS EUROPE	134	<b>P</b>	
		P. BLATTES	128,129
		PC BOAT SALES	116,117
		PEARL YACHTS	145
		PENTON HOOK MARINE	138
		PRINCESS INTERNATIONAL	
		SALES & SERVICE	113,114,115
		<b>R</b>	
		RED ENSIGN	142
		<b>S</b>	
		SEA VENTURE	149
		SUNSEEKER LONDON	124,125
		SUNSEEKER SPAIN	147
		<b>T</b>	
		TRADER MOTOR YACHTS	144
		TINGDENE MARINAS	132
		<b>W</b>	
		WILLIAMS	139

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**RAY BULMAN:** *Not wanting the truth to get in the way of a good story, we published a hoax steam-powered raceboat story that had everyone hoodwinked*

A few weeks ago, editor Hugo called me to discuss a strange steam-powered raceboat he'd read about in the September 1973 edition of *Motor Boat & Yachting*. A reader had found the issue lurking in his garage and sent it in to jog our memories.

The boat in question was a lightweight offshore racing catamaran called *Hero* powered by a modern take on a steam-driven paddle wheel, heavily modified to maximise speed and efficiency. It was designed and built by a pair of secretive South African brothers who turned up unannounced at that year's Cowes-Torquay-Cowes powerboat race. After being refused entry due to the lack of a suitable class in which to compete, the notoriously anti-establishment brothers decided to complete the course anyway and promptly blitzed the entire fleet, finishing 21 minutes ahead of the 'official' winner *Unowot* at an average speed of 78mph.

Hugo was intrigued by this extraordinary tale of a quirky foreign underdog making fools of the racing elite but couldn't fathom why he was unable to track down a photograph of such a distinctive looking craft. As one of the few *MBY* contributors still writing from that era, it fell to me to break the news – no photos existed because the whole story was an elaborate hoax.

In those days *MBY* was published every two weeks and it was easy for a contributor to fake a credible story without the busy sub editors spotting the red herring. The writer of this piece was the late John Teale, a professional naval architect and world-class practical joker with a regular *MBY* column.

By the mid-1960s he had already designed a couple of genuine offshore raceboats. He was also a brilliant technician and his story was littered with fine detail and illustrations of the catamaran hull and the steam-engine's complex engineering.

He chose South African brothers, the Van der Merwes,

as his fictional designer/crew partly because John had genuine clients from there and partly because in those days it was harder to fact check stories from over the horizon. At the time, I was responsible for all aspects of powerboat coverage in the mag but when I read John's story I, like many others, fell for it. I should have known better but as with all the best hoaxes it had its roots in reality.

This wasn't the first time a fast steam-powered racer had been mooted. One had been rumoured to be entering the Round Britain race in 1969 and again in 1984. Neither actually appeared but they provided fertile growing ground for John's imaginary craft.

I have always been a keen enthusiast of steamboats, so when I read that one called *Hero* had taken part in the 1973 Cowes race, I wanted to believe it. After all, John was a serious naval architect and had included

several convincing technical drawings in his story.

The hull design and balsawood building material also made sense. This was only a couple of years after James Beard and Clive Curtis had built the first successful Cougar offshore catamaran and balsa wood wasn't so very different from the plywood most racing boats of the era were still built from.

Readers with similar steamboat leanings to mine wanted the story to be true and even those attending the

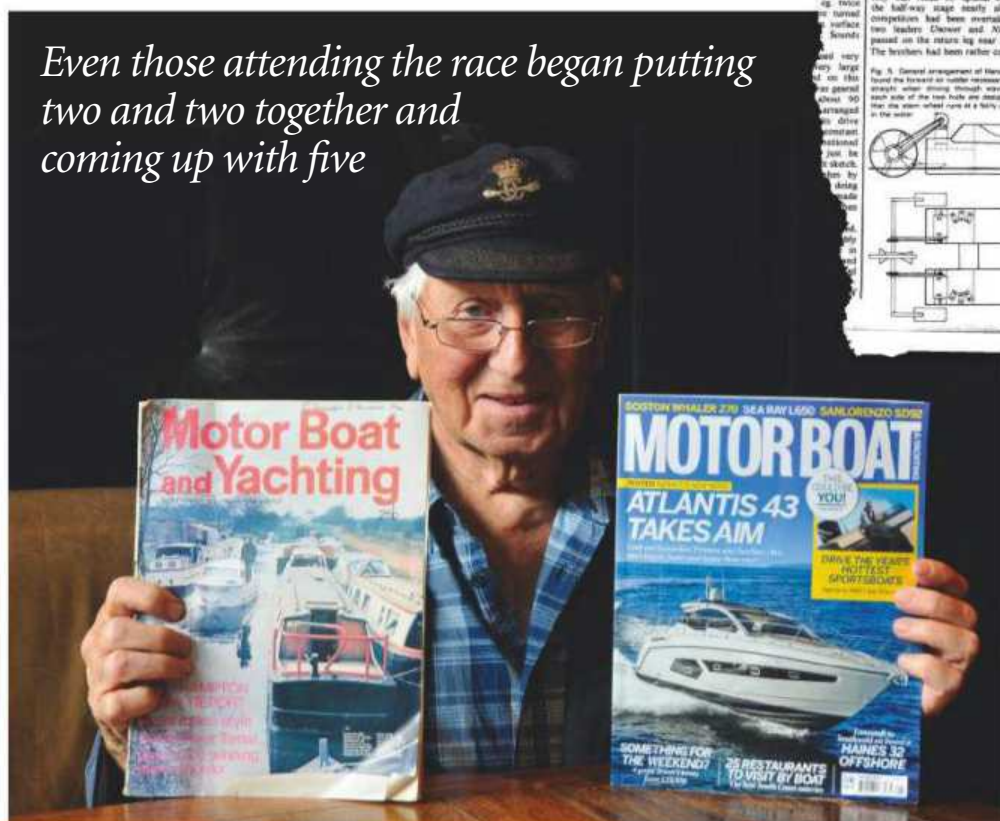
race began putting two and two together and coming up with five. Was that distant wash the only visible sign of the low-slung steam racer? And could that thick black smoke be from a steamboat's boiler rather than a crude turbodiesel?

Readers began asking where this amazing craft could be seen and how to contact the mysterious South African owners. Not wanting to give the truth away, we bluffed our way out of it by announcing that *Hero* had been declared a national secret because of its strong military potential.

As far as I recall we never did reveal the truth but eventually the story of the boat which beat them all slid away, only for it to reappear exactly 42 years later thanks to a nostalgic *MBY* reader. Thank you Peter Stewart for bringing it to our attention again. **MBY**

To read the original story go to [www.mby.com/hero](http://www.mby.com/hero)

*Even those attending the race began putting two and two together and coming up with five*



Ray Bulman with the September 1973 and August 2015 editions of *MBY*. Inset: The original feature, complete with technical drawings of the lightweight catamaran hull with its inventive steam-driven paddle wheel

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